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SHOVELHEAD

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Dream Bike!

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FEATURE IN THE
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Contest**
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PANHEAD

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PARTS PARTS
CANADA EUROPE

Spit Take

New York City residents consider themselves to be among the world's toughest and hardest. But some of them don't fall into this category. Fifty-one bus drivers took 3,200 days of paid leave last year to heal from the workplace "injury" of being spit on by passengers. An official with the Transport Workers Union called it "physically and psychologically traumatic" and said it required "recuperation."

In-home Water Sports

Personal accountability seems to be an issue in Great Britain where a man was acquitted of domestic assault even though he had, among other things, water-boarded his girlfriend by pulling her shirt over her head and holding her under a shower during a two-hour rampage. Apparently, the man was able to convince the judge that the anti-smoking drug he was taking made him unable to control himself or remember what happened.

Dorm of the Week

Last month we told you about Norway's treatment of its prisoners—they're treated with respect. It seems when California wanted to relieve its overcrowded prisons, the West Tennessee Detention Facility made a pitch to take in excess prisoners saying that West Tennessee had "larger and cleaner jail cells, 79 TV channels (including ESPN), views of peaceful cow pastures, and featured a 'Dorm of the Week' program with inmates staying up all night, watching movies and eating burgers or pizza." One inmate said, "You're not a number here. You come here personalized."

Google Goof

A woman was asking for damages of more than \$100,000 against Google Maps after being hit by a car. She had gone to the map service for a "walking route" between two particular points, but a short stretch of the suggested route had no sidewalks, and she was hit by a car while walking in the street. It was noted that her route had been delivered on her small Blackberry phone screen and was hard to see. Commenting on the incident, a magazine columnist asked, "If Google told you to jump off a cliff, would you?" There was no mention of the outcome.

A Title Longer Than The Movie

Here's the name of the longest film title ever: *Night of the Day of the Dawn of the Son of the Bride of the Return of the Revenge of the Terror of the Attack of the Evil, Mutant, Alien, Flesh Eating, Hellbound, Zombified Living Dead Part 2: In Shocking 2-D*. This mouthful was released in 1991.

Quotable Quotes

"McEnroe was as charming as always, which means that he was as charming as a dead mouse in a loaf of bread."
—Clive James

"He has so many fish hooks in his nose, he looks like a piece of bait."

—Sports commentator Bob Costas, speaking about basketball star Dennis Rodman

"A cross between an aardvark and an albino rat."

—A film critic's comment about Barbara Streisand

Just Hangin'

Believing that he could end his wife's constant nagging by giving her a good scare, a man built an elaborate harness to make it look as if he had hanged himself. When his wife came home and saw him, she fainted. Hearing the disturbance, a neighbor came over only to find what she thought were two corpses, and she grabbed the opportunity to loot the place. As she was leaving the room with her arms full of looted goodies, the pissed-off and suspended man kicked her on the backside. This surprised the looter so much that she dropped dead of a heart attack. The man was acquitted of manslaughter.

Flies Are Good Food

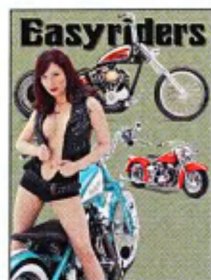
Did you know that a pound of houseflies has more protein than a pound of beef?

Foolish Fondling

A school board president resigned under pressure, then tried to rescind his resignation saying he could cure himself of the behavior that started his downfall, namely, his touching and fondling himself during several one-on-one meetings with the school system's superintendent.

Squirrely In Arizona

The state recently implemented a \$1.25 million federal grant that it believes will save the lives of at least f-i-v-e squirrels a year. The state's 250 endangered Mount Graham red squirrels risk becoming road kill, and the state is building a rope bridge for them in addition to several existing tunnels.



Awesome Angela on Lori Anne Watts' rigid bobber shot by Don Rogers. Kyle Shorey's Shadetree shovel and Ken Carr's 1956 pan by Michael Lichter. Cover imaging by Jeff Biggs.

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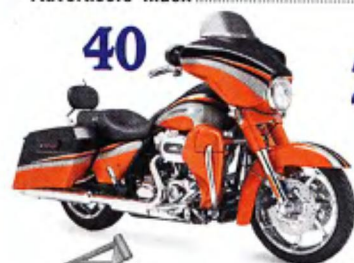
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Sportster Chopper From Sweden

My name is Peter and I'm from Stockholm, Sweden. First off, I love your magazine and always buy every issue. During the last year I built a chopper from a Sportster 1200 Custom. Here is a photo (above).

Peter
 Stockholm, Sweden

Righteous ride, Peter.

La Ruca Layout

I've been reading your rag since I was a teenager in the early 1970s. Though things have changed over the years, you guys still put out a class product. I do miss certain things such as "Miraculous Mutha" and, most of all, the short story fiction features. You should look at republishing some of those old stories.

Anyway, the reason I'm writing is the layout on the La Ruca panhead in the September issue. I think the panhead is the best looking motor H-D ever produced. It has a certain look and character like no other. No, I'm no H-D

mechanic, but I thought it had a "magneto" ignition. Am I wrong? I'd appreciate you guys schooling this old boy on the difference if there is one. Like I said, I'm no mechanic, but I would like to know if a magneto is different from a points ignition. I replaced an air gap sensor on my late 1978 Low Rider with points back in the early 1980s so I'm familiar with points.

I now ride a '08 Deluxe because of the nostalgic look. Of course, I can't work on it like my old shovel because everything is computerized.

Again, thanks for a class product.

Ray Gooch
 Texarkana, Texas

Our local pro wrench Micab McCloskey sez: "Magnetos were often used by racers since the faster the motor runs, the hotter the spark. However, both battery-powered and magneto-powered pans and shovels BOTH used points ignition systems. The only Harley model that came with a magneto from the factory was a Sportster."



Dino's Custom Cycles

We visited the States from the U.K. a couple of months ago, flying into Denver, visiting the Rockies, Redstone, Aspen, Yellowstone, Devils Tower, Sturgis, Deadwood, Monument Valley, and Cheyenne.

While in Denver we called in at Dino's Custom Cycles. The guys there ordered some parts for my Harley [for me] to fly back with. I just wanted to say what a great welcome they gave us at the shop. They took out the time to show me the bikes they were building, and talk about our trip and riding in the U.K. They are a really friendly bunch of people and definitely worth a visit.

Here is a photo of me (above) on one of their great customs.

Rob
U.K.

What Real Bikers Think

I've been reading your rag for some time now and just wanted to let you know what a real biker thinks of those rich fucking RUBBIES, like that dude from San Clemente, California, who just had to have another in a line of custom bikes. WHO GIVES A FLYIN' FUCK!!!!

He and all of his rich fucking buddies are not the sort that I and a lot of guys I hang with would even be seen dead with. Now I'm sure that showing his creamsickle is good for your magazine, what with your advertising for the likes of those big dollar shops. However, the guys I hang with, guys that I've been with since I was a kid, are the real deal. Those rich dudes drive the price up so far and the greedy shops and vendors stand there takin' in all that money.

They've forgotten the biker way of life that our forefathers—guys coming home from WWII, started!

I guess I'll get to my point. Instead of catering to all that big money, you should start showing more of your "Readers Rides" in as much detail as those big dollar rides. I can't respect someone who just laid some money down without all the sweat and tears that go along with doing it YOUR-SELF!!!

Tailgunner
Merlin, Oregon

Sounds as if you're gonna like our Crafty Customs Contest, Gunner! Check out a new featured winner every month starting with our January issue. Real bikes, real people.

Appreciation

A shout of appreciation to the motel resident biker in Willits, California. I was on my way to the 2010 Redwood Run and woke to a dead motorcycle battery and time a wasting to get up the road and in line for the opening. He had a battery charger and extension cord, and soon enough I was ready to get on the road again.

He declined to be paid for his help and only took a thank you, saying "That's what it's all about."

Redwood Run was great!
Damm Keith
Susanville, California

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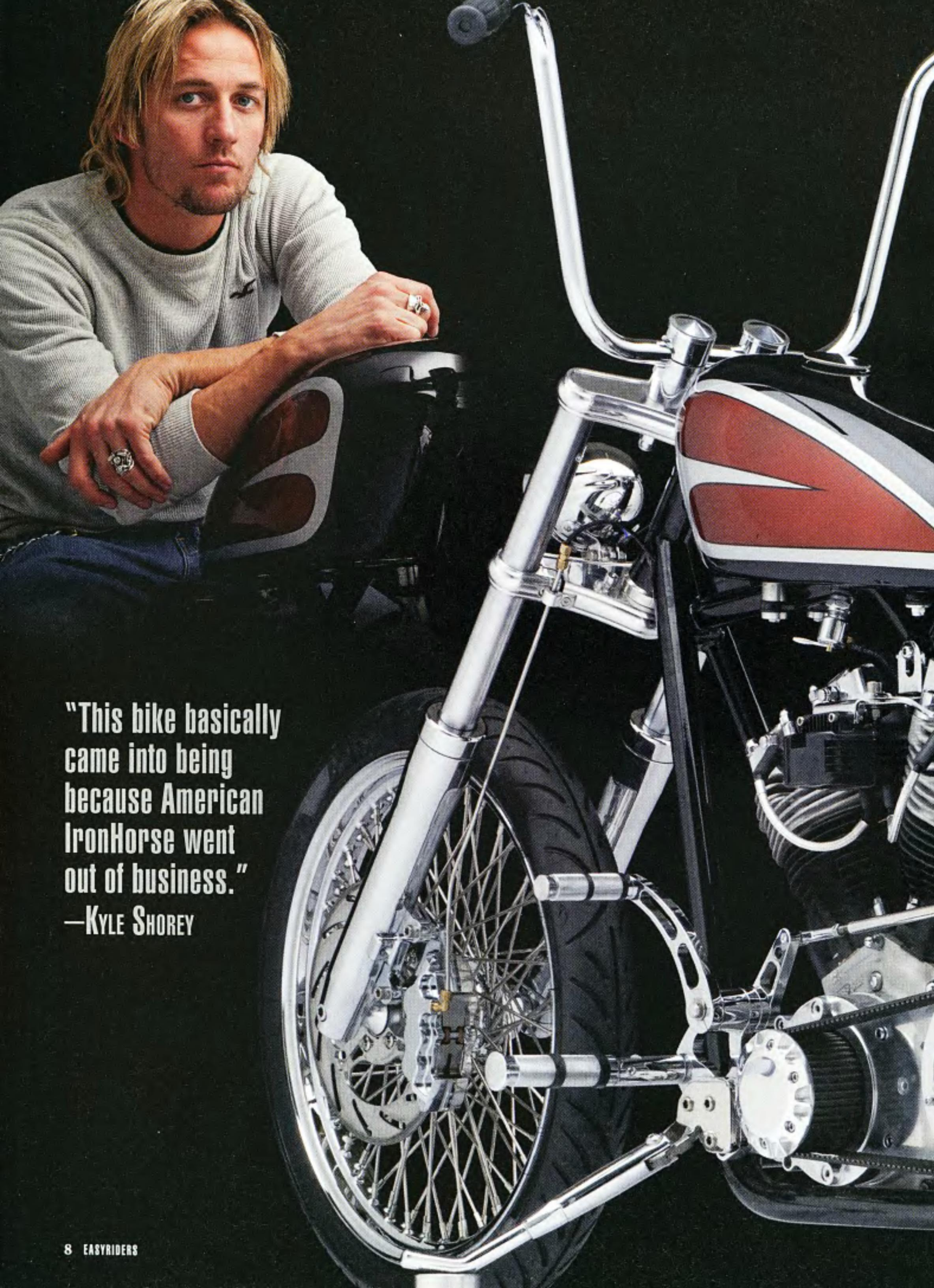


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"This bike basically
came into being
because American
IronHorse went
out of business."
—KYLE SHOREY

Under The Shadetree

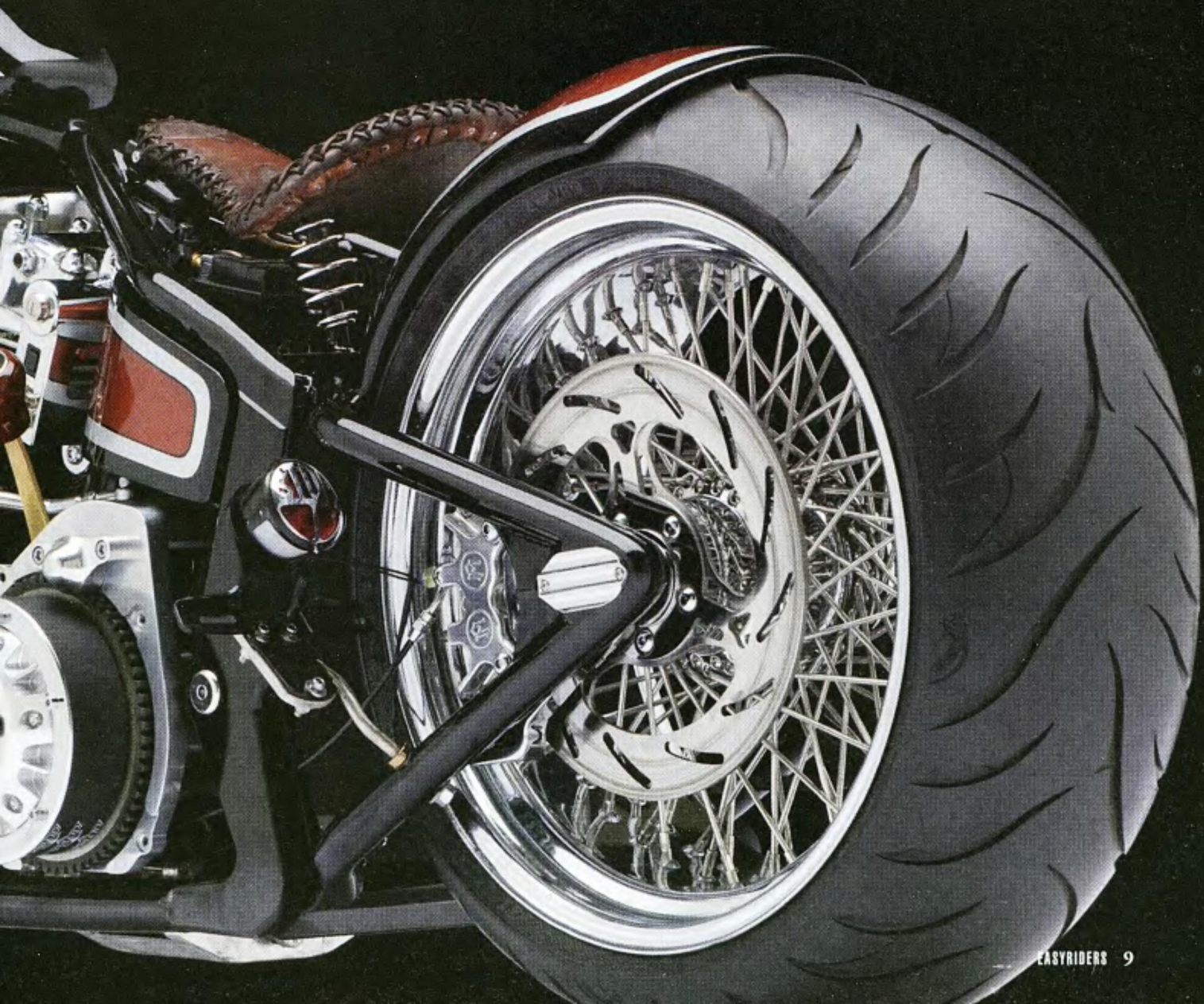
It can be said that Kyle Shorey (left) has old-school values. His values were established while growing up in Oregon where he earned the money he needed for his passion for car and bike building by driving steel stakes and pouring concrete.

At 21 he dropped two of his four wheels in favor of a 1981 Ironhead Sportster which he proceeded to tear apart in his kitchen, raking and stretching as he went along. Being a "shade tree mechanic" would eventually inspire the name of his enterprise. His

hobby turned into a profession when he migrated from Oregon to Texas where, thanks to Rick Fairless at Stokers Dallas, he got his fast-lane start building a bunch of bikes including a Discovery TV show entry. Kyle went on to open his own shop, Shadetree Fabrications, where he focused on pans and shovels and soon established himself as one of the premier custom bike shops in the Dallas area.

His shop is located basically across the street from the Texas Motor Speedway and his production is speeding up

as well. That includes the development of the bike seen here and what it represents as far as future productions from Shadetree. As Kyle explains, "This bike basically came into being because American IronHorse went out of business. I went out to the company's auction looking for stuff that I could turn into something cool and bought a bunch of their Outlaw frames, front ends, and seven perfect sets of 80-spoke wheels after climbing around in the rafters looking for the good stuff. There were also boxes and boxes of

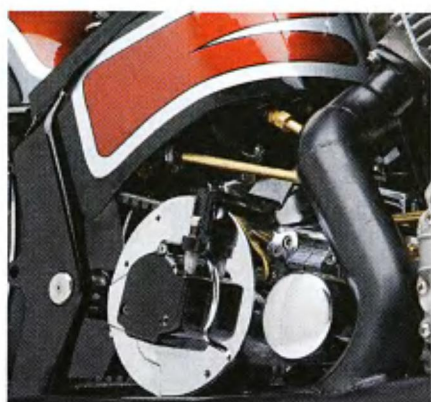


beautiful Arlen Ness triple trees and stainless steel rotors."

He got all of the above for a fraction of their original price, his eagle eye pick-a-part shopping spree paying off big time. Kyle ended up trading some pieces from the tonnage of IronHorse parts he acquired at the auction for a tatty looking shovelhead custom with a good S&S motor that would become

the donor bike for yet more parts for the new build. "So basically what you see here is an IronHorse Outlaw that I was able to put together from all the parts I 'storehoused,'" Kyle says. "The only difference is the \$1 gas tank. I bought 20 of them for 20 bucks. They were sliced neatly in half and came with all the hardware. All I had to do was put them back together again.





We got those from IronHorse as well. Now you can tell everyone who has an Outlaw that we've got 'em covered."

Speaking of covered, the bike's seat is Kyle's first effort at hand-tooling a leather saddle, his sculpting skills already well-known thanks to the custom inlaid woodwork he did on previous bikes. No effort was spared turning the bike into a smooth-running attention grabber. Features include the comfort of a

Legend Air Ride system, a right-side drive custom jockey shift linkage, an Ultima open two-inch belt drive, and a tasty root beer paintjob by Gary Queen.

Of the Outlaw Resurrection bike done up in Shadetree style Kyle says, "We have the parts and we can build more along those same lines. In fact, we were already getting calls after people got a look at this bike when we debuted it at the V-Twin Expo."

Kyle wants to add that if you make it to Daytona for Biketoberfest, you're welcome to belly up to his new bar housed in the top floor of the popular Dog House watering hole. What's it called? The Shadetree Lounge of course.

—Paul Garson



Owner: Kyle Shorey/
Shadetree Fabrications
City: Dallas, Texas
GENERAL
Designer: Kyle Shorey
Fabrication: Kyle Shorey
Year/make: 2007 Shorey Custom IH
Model: Outlaw

Assembly: Shadetree Fabrications
Time: 2 weeks

Chroming: Pulido Plating

ENGINE

Year/make: 2002 S&S

Model: shovelhead

Displacement: 80 cubic inches

Cam: S&S

Ignition: Twin Tec

Pistons: S&S

Heads: S&S

Lifters: S&S

Carb(s): S&S E

Air cleaner: Shadetree

Pipes: Shadetree

TRANSMISSION

Year/make: 2007 Roadmax

Modifications: polished

Shifting: Shadetree jockey

PAINTING

Painter: Gary Queen/
Other Side Customs

Type/color: House of Kolor/
Root beer and other tasty flavors

FRAME

Year/make: 2007 Daytec

Type: IronHorse Outlaw

Rake: 38 degrees

Stretch: 2 inches over

Shocks: Legend Air Ride

ACCESSORIES

Bars: 16-inch apes

Handlebar controls: none

Fenders: Led Sled

Headlight: Kustomwerks

Taillight: V-Twin

Electrics: Cycle Electric

Oil tank: Shadetree

Oil system: Shadetree/
brass lines

Seat: Kyle Shorey

Grips: V-Twin

FORKS

Type: IronHorse

Extension: 2 inches over

Builder: Arlen Ness

WHEELS

Size: 21-inch front,
18-inch rear

Wheels: American Wire

Tires: Avon

Brakes: PM

Photos: Michael Lichter

Contact: Kyle Shorey

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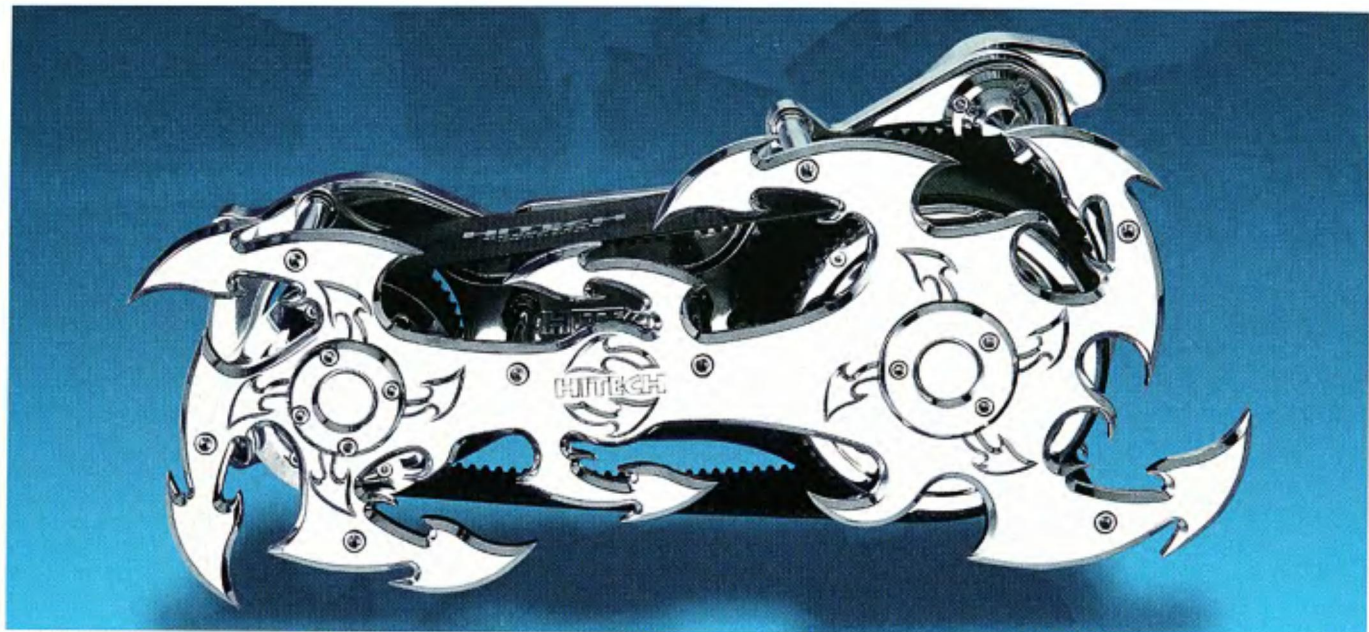
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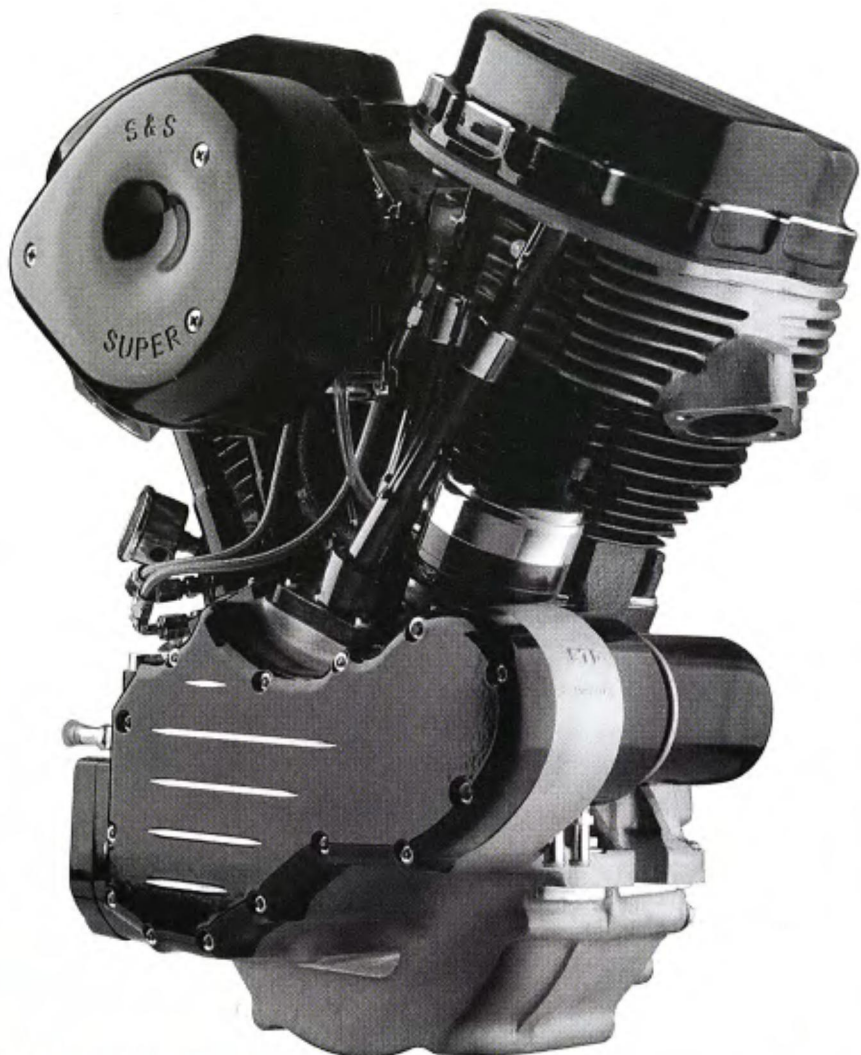
BLACK NITRATE CARBONIZED FLUSH MOUNT AXLE KITS

Once you've swapped wheels, rotors, fender, legs, or have taken any steps to sanitize your bikes front end, this flush mount axle kit from Renegade provides the finishing touch, pulling everything else together for a sanitary, truly custom look. Shown here is the company's 25mm axle assembly for 2008-to-present baggers. Renegade axles are manufactured from stress-proof 4041 steel and then are black nitrate

carbonized to add strength and corrosion resistance. A side benefit to this unique finish is you'll never have to deal with the bearing sticking to the axle. Renegade Flush Mount Axles come with highly polished stainless steel end caps for a lifetime of shine and retail for just \$129. The same style kit is also available in a 1-inch version for 2000-2007 FLHT, FLHR and FLTR models.

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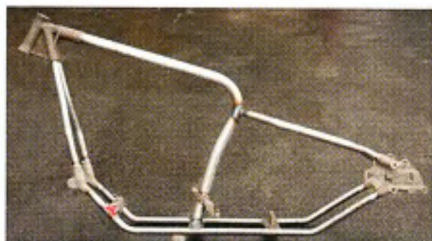
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Murals, Coasters, & Trivets

BIKES ON TILE



Photo: Courtesy of Bikes On Tile

While checkin' out the many bitchin' vendors last December at the David Mann Chopperfest in Ventura, California, a David Mann tile mural caught my eye. It was like nothing I'd seen before, and I ended up buying the 6-piece, 4-inch ceramic tile art piece. The original David Mann art was one of my favorite, entitled 400 Years, showing the faces of the biker-types through the ages.

I spoke with Brian Denny of Bikes On Tile who explained that the tiles are made with quality ink, coatings, and heat firing that makes for a bright, durable finish. Besides murals with several of David Mann's famous works, including *Gbostrider* shown above, to choose from, the company has coaster sets and trivets (6-inch ceramic tile) adorned with Mann art.

It gets even better as any downloadable image can be applied to one of these murals or coaster sets. Whether it be the ultimate picture of your ride, or ol' lady, or your damn business logo, Bikes On Tile can deliver.

Tile murals, available in glossy, satin or matte finish, are ideal for bar backdrops or countertops, shower walls, and bathrooms. You're limited only by your creativity. Framing them and hanging them on the wall is also an option.

Visit www.bikesontile.com for more info and tell 'em *Easyriders* sent ya.

—Clean Dean

Coast To Coast

Biker News

LOUD BIKES LOSE RIGHTS: Municipalities from coast to coast are giving motorcycles the silent treatment, and riders rights groups and industry analysts fear that a wave of ordinances aimed at muffling noisy bikes will create a confusing patchwork of laws nationwide and could turn frustrated riders away from the \$12 billion motorcycle marketplace.

Laws restricting motorcycle noise have been around for years and come in many forms; some are against certain types of products such as a New York City ordinance that subjects riders to a minimum \$400 ticket for having an exhaust system that can be heard within 200 feet, while others are aimed more at the intent of the operator as in Lancaster, Pennsylvania, where an ordinance makes it illegal for riders to over-rev their engines.

In Denver, which passed a unique muffler law three years ago requiring EPA labeling to be displayed on pipes to prevent bikers from installing louder aftermarket exhausts, Aid to Injured Motorcyclists (A.I.M.) attorney Wade Eldridge was recently quoted in a local CBS-4 story investigating the controversial attempt to reduce noise emissions.

Eldridge, a rider himself who specializes in representing motorcyclists in accident cases, was quoted in the July 23 interview as saying: "I think it (the Denver loud noise law) was something the city council passed that they knew was unenforceable," and suggested that to fight back "those who receive tickets should demand trials."

Though rarely enforced since Eldridge won a key case against the Denver noise ordinance, with only 46 tickets handed out to date, police in

Golden citing state law have issued 81 noise violations in the last 6 months. The city is using a Colorado state statute C.R.S. 42-4-225 that requires that vehicles be equipped with an "adequate" muffler and outlaws any "excessive or unusual" noise. According to Eldridge, "the law lends itself to arbitrary and discriminatory enforcement—the police can stop you for whatever reason."

Further information about fighting such tickets can be found on the website of the Colorado Confederation of Clubs (www.colorado-coc.com), of which Eldridge serves as legal counsel.

MINNESOTA CLAIMS VICTORY FOR CUSTOM MOTORCYCLE BUILDERS:

The state patrol in Minnesota, like many other police agencies, uses license plate scanners in its patrol cars that can read up to 1,000 plates per minute, but they are unable to read the vertical plates on some custom motorcycles. "It didn't take too much to sneak a new law through and after the 2008 session vertical plates were illegal," said Todd Riba, ABATE of MN legislative director, "but not for long."

ABATE of Minnesota's lobbying team and state coordinator started to work on the problem, and State Senators Amy Koch and Ray Vandever stepped forward to carry their bill.

The state patrol didn't want to give up its ability to read motorcycle plates, but ABATE didn't want the custom bike folks to lose the right to trick out their rides. It took a lot of creative thinking to come up with a solution, but in the end that's what happened. The bill passed and the governor signed it into law effective August 1.

Here is how it works: the DVS will offer vertical reading license plates. You will be able to mount these plates in vertical license plate brackets and

Continued Next Page

Biker News CONTINUED

law enforcement's scanners will still be able to read them. The plates can be ordered just like vanity plates and riders will have to pay an extra fee, but these new vertical reading plates should keep you out of trouble and if you sell the bike, you can keep the plate for your next custom ride.

HABITUAL OFFENDER HELD WITHOUT BAIL IN CYCLIST'S DEATH: A Westerly, Rhode Island, woman has been ordered held without bail on charges that she struck and killed a motorcyclist with her car. Laura Reale, 27, did not enter a plea at a July 22 arraignment in Washington County Superior Court on an indictment of driving to endanger, death resulting.

According to an NBC 10 news report, a judge ordered her held without bail after a prosecutor said Reale had been hiding marijuana use by submitting another person's urine samples. She will be held until her lawyer can find her a drug treatment program.

Reale is accused of running a red light in Westerly on May 16 and crashing into a motorcycle driven by 27-year-old Colin B. Foote. Reale has a history of violations, with 27 moving-vehicle violations on record.

Foote's death led to a new state law aimed at preventing habitual traffic offenders from driving.

KEYSTONE MOTORCYCLE SAFETY CAMPAIGN: The Pennsylvania Department of Transportation has announced a free online program celebrating the freedom of motorcycling called the "Live Free Ride Alive" program. "The campaign reminds riders to take it easy out there and accept personal responsibility for their actions," said a PennDOT spokesperson. "It addresses issues of drinking and riding, speeding, and being properly trained and licensed to operate a motorcycle."

Pennsylvania riders can enhance their operating skills and safety awareness by taking free training offered through Pennsylvania's Motorcycle Safety Program. The live courses are free to Pennsylvania residents and are held from March through October at approximately 70 sites across the state. Motor-

cycle permit holders who successfully complete the course will be issued a motorcycle license.

NEW JERSEY LAWMAKERS INTRODUCE FEDERAL GANG LEGISLATION: According to information recently circulated by ABATE of the Garden State, New Jersey congressional representatives are pushing new federal legislation to deter gang activity.

In early August, U.S. Senator Robert Menendez (D-N.J.) introduced a bill in the U.S. Senate while Rep. Frank Pallone (D-6th Dist.) introduced a version in the House of Representatives. The legislation claims to address "criminal street gang problems" from several angles.

The legislation would fund billions of dollars in programs for at-risk youth, including \$5.5 billion in grants for state and federal programs. Menendez and Pallone also want \$3.5 billion in grants over five years for police departments to fight gangs.

It would also create or increase federal penalties for gang activities. For example, engaging in a "pattern of criminal gang activity," meaning committing two or more crimes related to gang membership, could send someone to prison for up to 30 years.

AGING ROAD WARRIORS AT HIGHER RISK: Continuing to ride a motorcycle may keep some senior citizens young at heart, but as the riding population grows older it is more likely to be injured or die as a result of a mishap when compared to its younger counterparts due to factors associated with aging.

Researchers at Rochester University Medical Center in New York released findings earlier this spring indicating that half of all motorcyclists needing emergency treatment in 2005 were over 40, double the number in 1993, and accidents involving riders in that age group were twice as likely to be fatal as those involving younger bikers.

Of all injured riders included in the study, those aged 50 to 59 were the fastest-growing group, while those between 20 and 29 were the most rapidly declining group.

Age-related physical changes, such as

decreases in bone strength and brain size, may make older riders more susceptible to injury. Other factors associated with aging, such as impaired vision, delayed reaction time, and altered balance also contribute to motorcycle crashes in this population.

In the study, which was published in the March issue of *The American Surgeon*, researchers using the National Trauma Databank reviewed the records of 61,689 motorcyclists aged 17 to 89 years involved in a motorcycle crash between 1996 and 2005.

The average age of motorcyclists involved in crashes steadily increased over the study period, which is consistent with published statistics from the Motorcycle Industry Council which reports that the average age of motorcycle ownership rose from 33 years in 1998 to 40 years in 2003.

WEIRD NEWS: PYRAMID POWER USED TO STOP TRAFFIC ACCIDENTS: Since the days of ancient Egypt, pyramids have been credited with supernatural or paranormal properties, and now these putative powers are being harnessed by Indian police to reduce road accidents.

After meeting with an expert in Vastu, an ancient Hindu system of construction similar to Chinese Feng Shui, traffic officers in Nagpur are strategically installing small pyramids at accident-prone sites in the city in the hope that their claimed positive energy can stop deadly crashes.

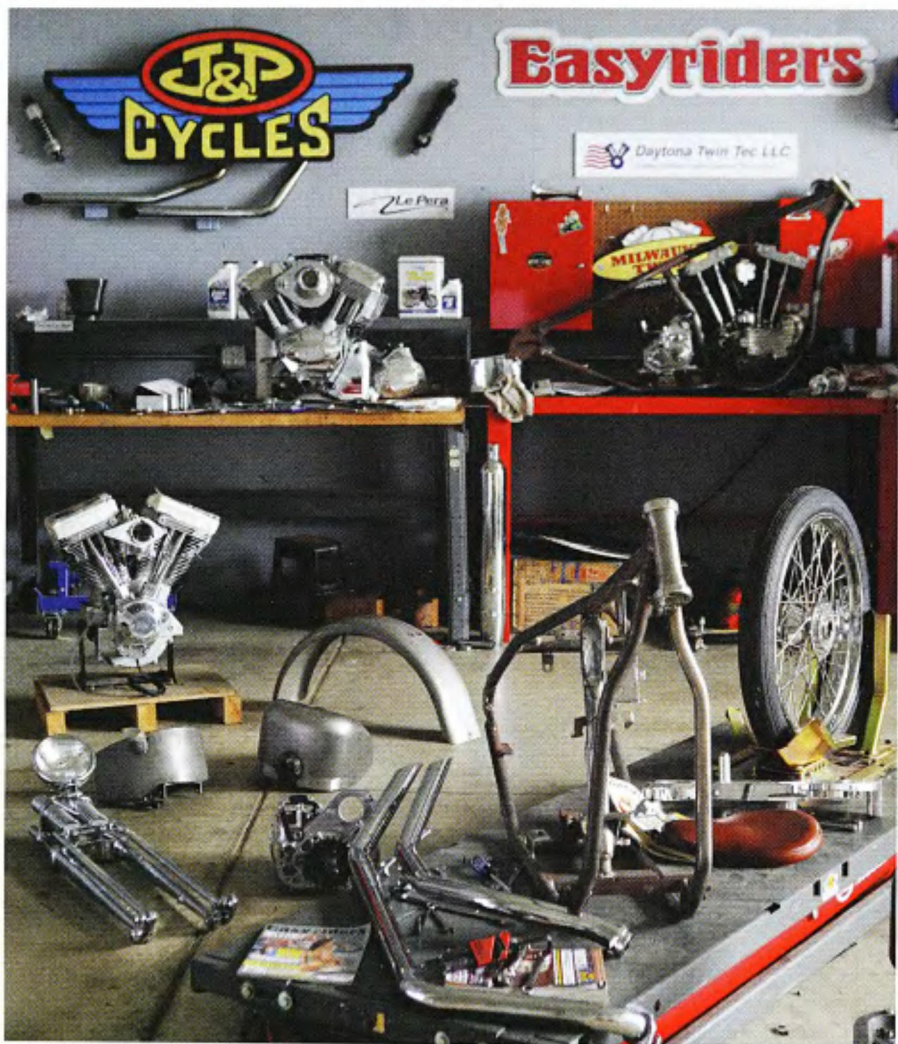
Vastu expert Sushil Fatehpuria, who offered his services free of charge, said that each 30 centimeter tall pyramid will have a copper bottom and five smaller pyramids inside. "I think the accidents are caused by negative energies. So we need to minimize or convert the negative energy into positive ones," he said. "I will energize the pyramids. I will transfer my positive thoughts into the pyramids."

A combination of an increase in drivers, many of them untrained, poor road planning and lax law enforcement have made India's roads the most dangerous in the world, with more than 114,000 fatalities each year. Good Luck!

— Bill Bishop, NCOM

WIN A CUSTOM CHOPPER

IN THE **EASYRIDERS/J&P CYCLES BUILD-A-BIKE CONTEST**



How'd you like to win a kickass chopper from your friends at *Easyriders* magazine and J&P Cycles? Of course you would! It's easy to enter and easy to win and we're building this bike out of the very best stuff on Earth, fresh from the massive J&P Cycles catalog.

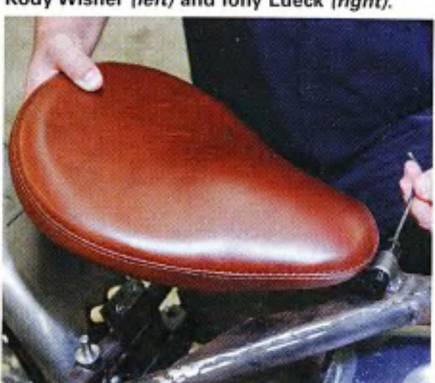
J&P's resident builders Kody Wisner and Tony Lueck have pulled all the parts out of the J&P warehouse and are wrenchin' away. Your cool new chopper begins with a Paugcho rigid frame, gas tank, rear fender, sissybar, motor mount, narrow springer front end, risers, front brake bracket, axles, oil tank and exhaust pipes.

The heart of the beast is an S&S Cycle 117-cubic-inch motor mated to a RevTech transmission and a BDL belt drive. Performance Machine provided the brakes, hand and foot controls and the saddle is by LePera. There is a Twin-tech ignition system, a Spyke 32 amp charging system and a Rivera/Primo starter to get all this going down the road on Avon rubber.





Kody Wisner (left) and Tony Lueck (right).



After mocking up this old-school chopper, Kody and Tony will send the sheet metal and frame out to Scott Takes of Underground Art Studios for frame molding and his expert custom paintwork.

Sound like the bike for you? Well, you can't win if you don't enter. See the J&P Cycles ad in this issue of *Easyriders* for details or visit www.jpccycle.com.

—Dave Nichols



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STURGIS TURNS 70

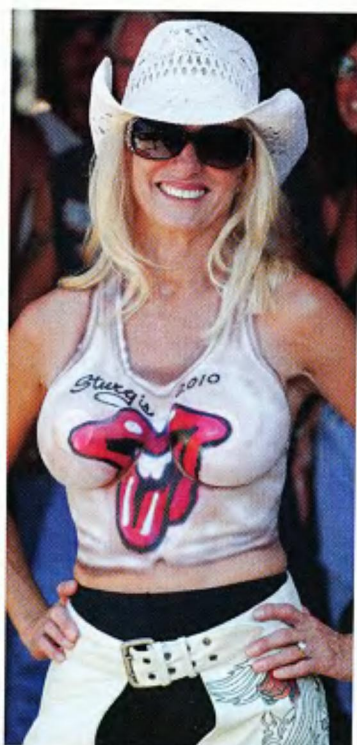
JUST LIKE PETER FONDA

Remember the first time you saw a young and dashing Peter Fonda astride his stars and stripes chopper in the film *Easy Rider*? Peter is now 70, just like the Sturgis Rally. It is hard to believe but the Black Hills Classic has joined such celebrities as Jack Nickalus, Englebert Humperdinck, Ringo Starr, Herbie Hancock, Lily Tomlin, and Tina Turner in hitting the big seven-oh! Naturally, we had to be at the world's best biker rally to spoonfeed Sturgis its prunes and tapioca pudding.





STURGIS 2010





Harley-Davidson moved its 2010 Rally Experience from Rapid City to the heart of Sturgis this year, offering demo rides at Exit 30 off of Interstate 90 and its Road Tour showcased all the new 2011 Harley models, MotorClothes, parts and accessories and more over at Lazelle and 3rd. We think it was a good move as there's no better place for the powers that be at H-D to find out what their customers want since riders from every state in the nation were crowded in to see the latest wares from America's number one motorcycle company.

Speaking of the fine folks at Harley, Willie G.'s wife, Nancy, was inducted

into the Sturgis Hall of Fame this year as was Jackpine Gypsy Roger Schieman, Kiwi Indian's Kiwi Mike Thomas, AMA Chairman of the Board Stan Simpson, and South Dakota retired motorcycle trooper and MSF instructor Ronald McKinley. Congrats to all!

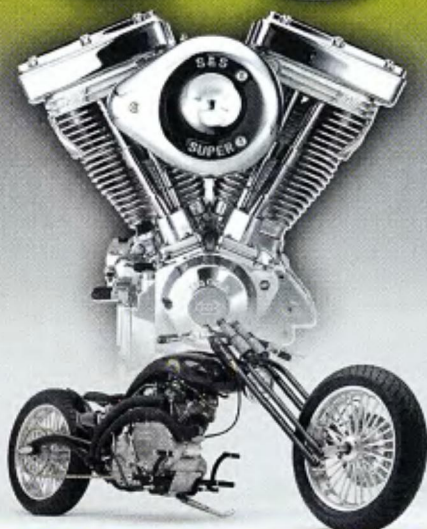
Tuesday night in Sturgis is always the grand opening of Michael Lichters' Motorcycles as Art museum show over at the Buffalo Chip and this year Mike called his show *Eternal Combustion: 30 Years In The Wind*. Exhibits focused on how our passion for two wheels is passed on. Thirty custom bikes created by 15 pairs of builders tied together



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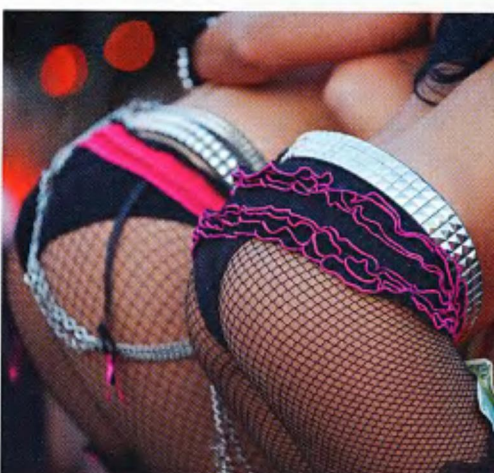
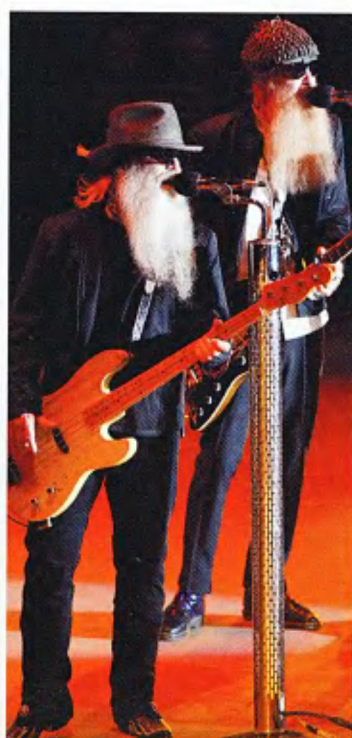
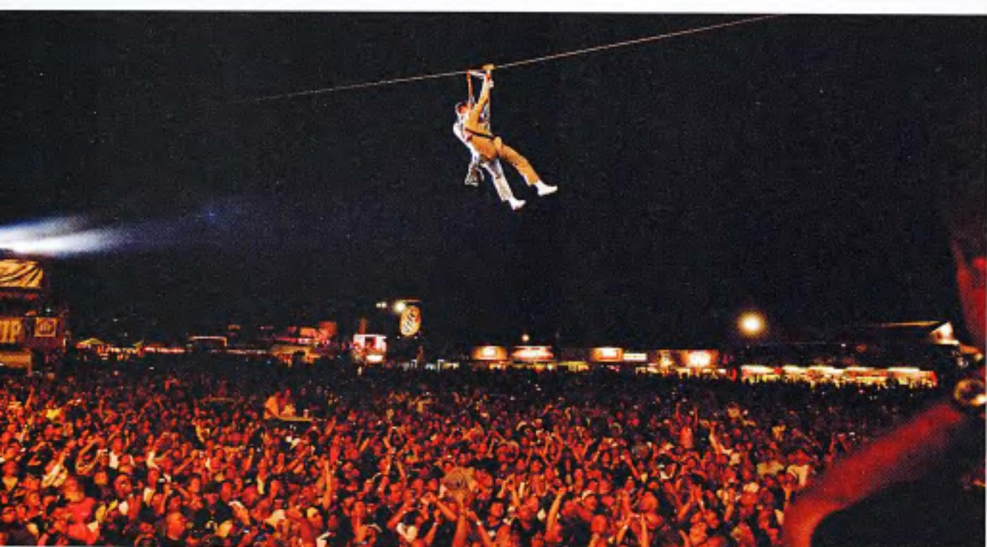


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family, respect, friendship, and mentorship. Plus the finger foods were good.

Not only is the Chip the place to be for bikes as fine art, but it also hosts some of the best concerts in the Black Hills. We're talkin' such favorites as Kid Rock, the Doobie Brothers, ZZTop, Dave Mason, Mötley Crüe, Ozzy Osbourne, and none other than Bob Dylan (who looks a lot like Vincent Price), plus a bunch o' topless chicks that are hotter than Ma Rainey's mole skin cookies! Ya can't beat that. Pee Wee Herman was even on hand to hand out hand jobs to the happy crowds.



Down the road at The Full Throttle Saloon, Michael and Angie were puttin' on one helluva party all week. Concerts included Jackyl and The Marshal Tucker Band, plus you could get your mug on TV since the cameras were rollin' for their cable TV series. But my favorite thing about the Full Throttle is still havin' Angie sit her perfect butt on my head.

If droolin' over cool custom scoots is your thing, there were ride-in motorcycle shows all week during the rally. Clean Dean Shawler of *Biker* magazine and yours truly were proud to act as the judges of the *Biker* Old-School Ride-in Chopper Show on Wednesday over at the Original Broken Spoke Saloon on Lazelle in downtown Sturgis. Trophies went to Best Knuckle, Best Pan, Best Shovel, Best Evo, Best Sportster, Best Brit Bike, and there were three Best of Shows. "The Original Spoke" is still our favorite place to hang out with good friends. On Thursday Dean and I judged the Lucas Oil Custom Show over in the big white Monkey Rock tent. We asked the organizer why the heck the place is called Monkey Rock and he told us it has something to do with the fact that there are a lot of monkeys on the Rock

IMPROVED PERFORMANCE

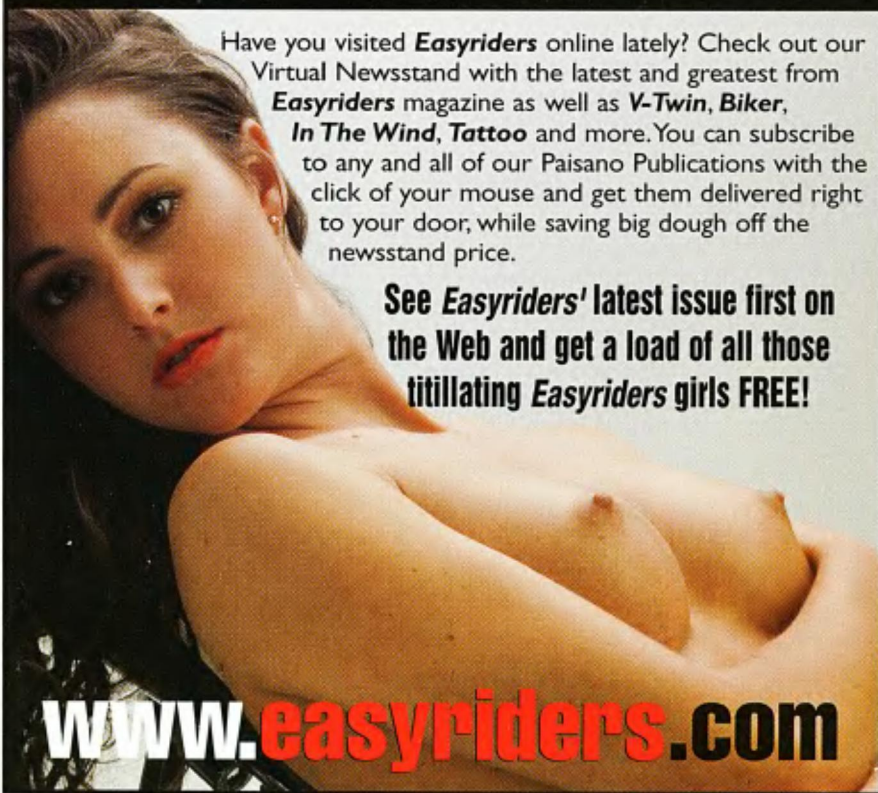
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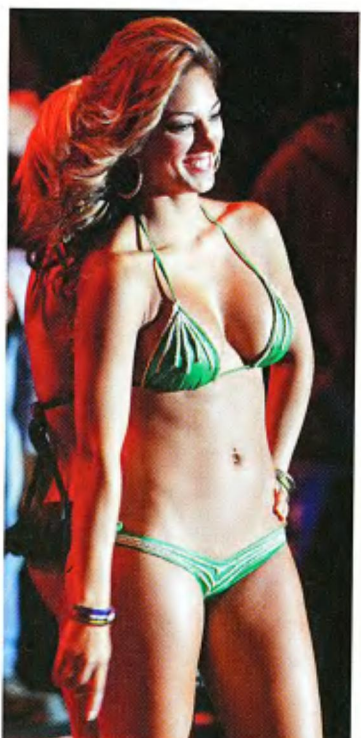
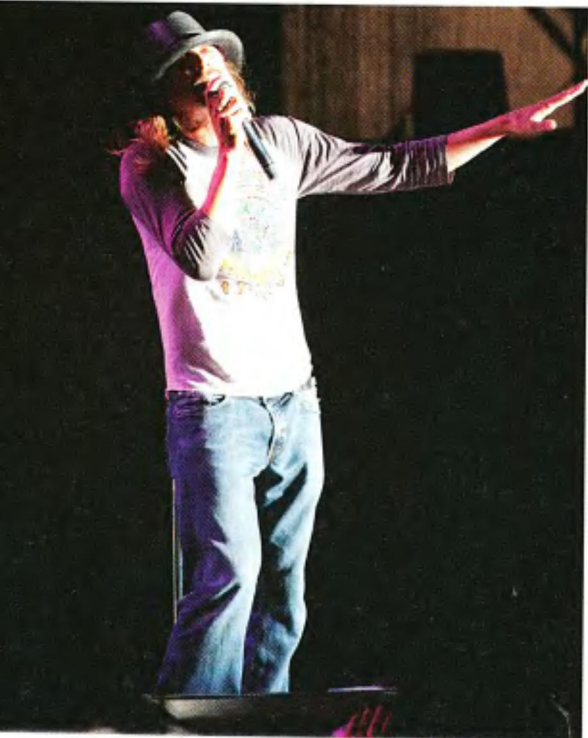
Free Naked Girls!



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of Gibraltar. What that has to do with motorcycles, I have no bloody idea.

The Jackpine Gypsies still put on some of the most fun you can have and this year the racing action included Hare Scrambles, Short Track, Motocross, TT Racing and their famous Hill Climbs. The Gypsies still put on the best breakfast in Sturgis over in the VFW Hall down on Main.

From a ride to Mt. Rushmore to a dip in the pool at Sturgis County Line, from a putt out to the Devil's Tower or down to Wall Drug and the Badlands, this run is biker heaven on earth. Numbers were way up from last year for the 70th and the weather could not have been better. There simply is no other rally like Sturgis for our dollar. And in these times when dollars are tight, we love this annual pilgrimage to Motorcycle Mecca all the more. Sturgis may have turned 70, but this righteous rally still has its teeth.

—Dave Nicbols

Photos: Michael Lichter

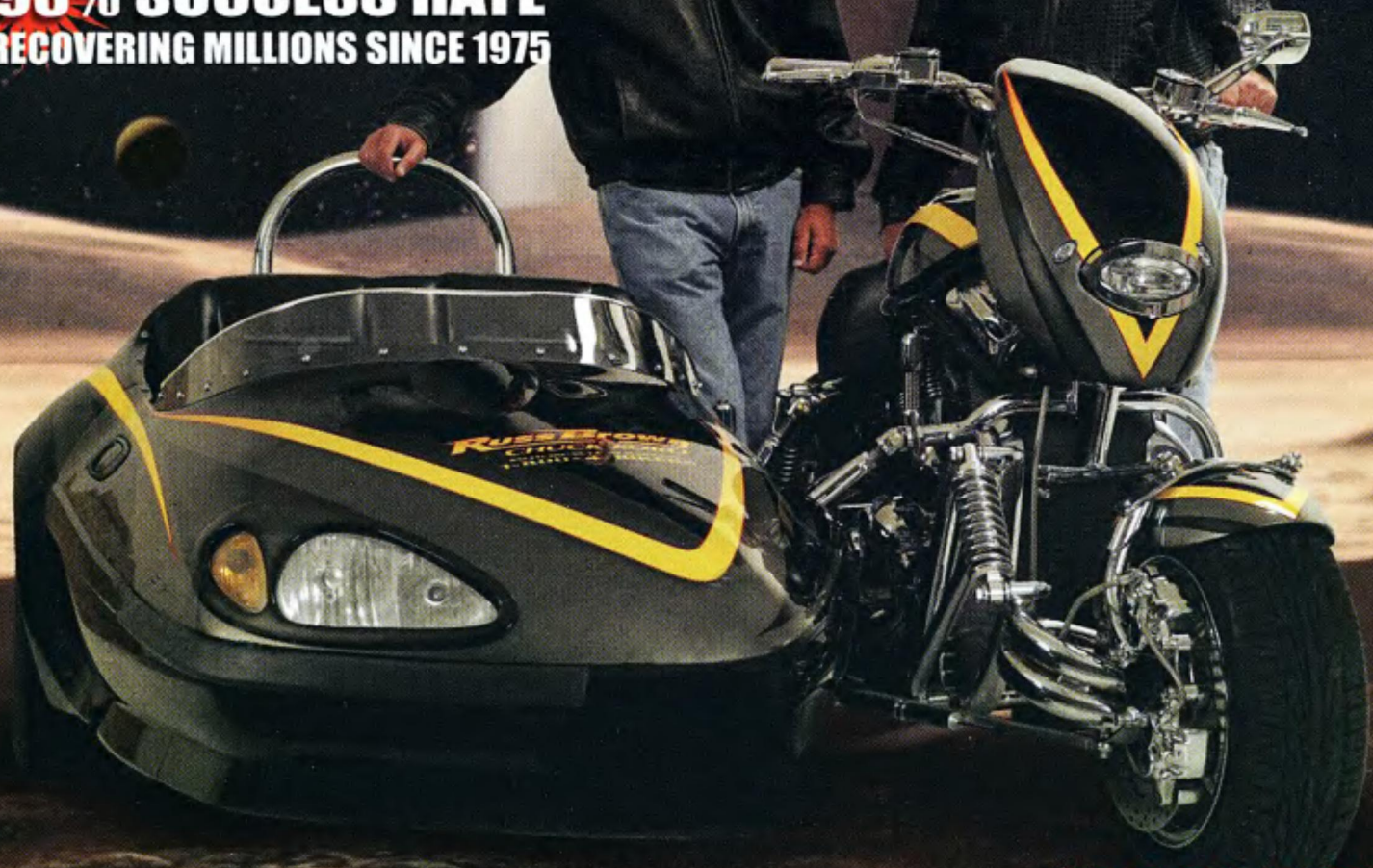
Russ Brown & Chuck Koro



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A SUCKER PUNCH SALLYS "GIRL'S BIKE"

PUNCH DRUNK

There was none of the "girl's bike" stigma on the XL-motored long bikes of old.

If you were a teenager in the 1970s and into custom bikes, you may recall that many of the really cool choppers of that era had Sportster motors wedged in their nimble, stretched out frames. There was none of the "girl's bike" stigma on the XL-motored long bikes of old. You may have even seen many such choppers in the pages of *Easyriders* back then.

The guys at Sucker Punch Sallys have a true passion for custom bikes. When Donny Loos and Jeff Cochran first started the Miamitown, Ohio, chop shop, we were impressed with their eye for design. They became known for building bikes that look like they roared right out of a David Mann painting—the kind of bikes we dig. Though Don and Jeff have sold the business and gone back to building one-off scooters that keep the Harley oil pumpin' through their veins, Sucker Punch Sallys, located in arid Arizona, is still very much a company known for quality customs that you can ride the tires off of—bikes like this one.

What makes this particular Sucker Punch bike special is the choice of



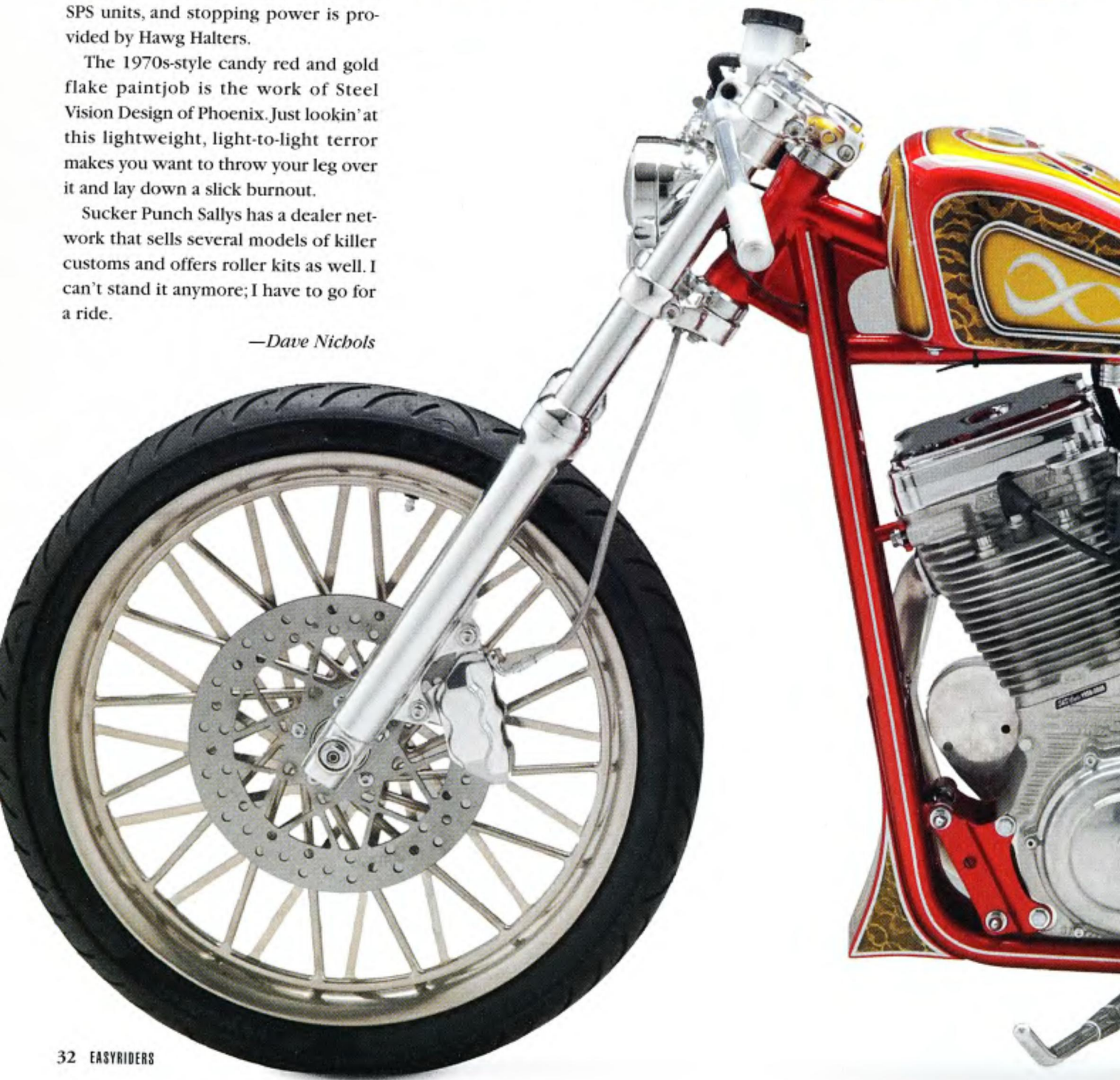
motor: a 100-inch mill by S&S Cycle hooked up to some serious loud drag pipes. Why would they build a ragin' rigid with this motor? Because they are cool—and because they can! Sandwiched into SPS's sleek, rigid frame, the motor suits the size of this little hot rod just fine. Mid controls and clip-on handlebars add to the road-hugging geometry. One look tells you that this bike was built to be run hard and put away wet.

The gas and oil tank and rear fender are all Sucker Punch Sallys sheet metal and the bun-huggin' solo seat is by Duane Ballard. Those cool wheels are SPS units, and stopping power is provided by Hawg Halters.

The 1970s-style candy red and gold flake paintjob is the work of Steel Vision Design of Phoenix. Just lookin' at this lightweight, light-to-light terror makes you want to throw your leg over it and lay down a slick burnout.

Sucker Punch Sallys has a dealer network that sells several models of killer customs and offers roller kits as well. I can't stand it anymore; I have to go for a ride.

—Dave Nichols







Owner: Sucker Punch Sallys

City: Phoenix, Arizona

GENERAL

Fabrication: Sucker Punch Sallys

Year/make: 2009 Sucker Punch Sallys

Model: custom

Assembly: Sucker Punch Sallys

Time: 10 weeks

Chroming: Gold Tech

ENGINE

Year/make: 2009 S&S

Model: SB100

Ignition: S&S

Displacement: 100 cubic inches

Lower end: S&S

Balancing: S&S

Pistons: S&S

Heads: S&S

Cam: S&S

Lifters: S&S

Carb: S&S Super G

Air cleaner: S&S

Pipes: Sucker Punch Sallys

TRANSMISSION

Year/make: 2009 Baker

Shifting: foot

PAINT

Painter: Steel Vision Design

Color: candy red and gold flake

Type: secret

FRAME

Year/make: 2009 Sucker Punch Sallys

Type: rigid

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: clip-on

Handlebar controls: Nisin motocross

Fenders: Sucker Punch Sallys

Headlight: CCI

Taillight: CCI

Pegs: Sucker Punch Sallys,
aluminum

Electrics: Sucker Punch Sallys

Gas tank: Sucker Punch Sallys

Oil tank: Sucker Punch Sallys

Oil system: S&S

Primary: Harley-Davidson

Seat: Duane Ballard

Grips: Sucker Punch Sallys

FORKS

Type: 39mm

Extension: none

Builder: Harley-Davidson

WHEELS

Size: 21-inch front,

17-inch rear

Hub: Sucker Punch Sallys

Tires: Avon

Brakes: Hawg Halters

Photos: Michael Lichter

Contact: Sucker Punch Sallys

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Passin' Gas

When entering a hotel where she and her husband were staying, Gladys, a devout Baptist, noticed a shabbily dressed man lounging idly in front of the newspaper stand in the lobby.

She noticed that several men stopped to talk to him and gave him a little money. He seemed so cheered by the encounters that she impulsively put ten dollars in an envelope, wrote 'God Bless' on the outside, and handed it to him.

The next day the man stopped her on the street. "Here's your \$250," he said cheerily. "God Bless won 28:1!"

*Rocky Meyerson
W. Palm Beach, Florida*

Big Jack got a new hot blonde for a girlfriend. One day she shouts, "Damn it! I can't seem to put this tiger puzzle together."

Jack turns around and says, "Honey, please put the Frosted Flakes back in the box!"

*Barbara Daniel
Sacramento, California*

The ideal ol' lady should be beautiful, but not so beautiful that people think you married her only for her beauty.

The ideal ol' lady should be wealthy, but not so wealthy that people think you married her only for her money.

And the ideal ol' lady should be gentle, but not so gentle that she can't suck a tennis ball through a fifty-foot garden hose.

*Joey Hayes
Mesa, Arizona*

Q How are sex and drugs alike?
A The quality depends on the pusher.

*David Chance
Ogden, Utah*

This guy walks into a bar, orders a stiff drink and moans to the bartender, "An irate prisoner wrote to me, threatening to have me whacked unless I stop screwing his wife."

"So why don't you just stop?" says the bartender.

"It's not that easy," replies the dude. "He didn't sign his name."

*Greg Cook
National City, California*

Tarzan and Jane are about to get it on for the first time, but it's clear he's never been with a woman, so Jane explains sex to him.

"Oh," Tarzan says. "I use hole in trunk of tree for that."

"You've got it all wrong," Jane says, and takes off her clothes. She lies on the ground, points to her crotch and says, "You put it in here."

Tarzan likes what he sees and steps towards Jane. Then, he gives her a terrible kick to the groin.

Jane rolls around in pain and finally manages to scream, "Why the hell did you do that?"

Tarzan replies, "Check for squirrel."
*Burt Whitcomb
Palmdale, California*

A guy drove his girlfriend to a quiet country lane and began reaching under her skirt. "No!" she said, pushing his hand away. "I'm a virgin, and that's how I intend to stay for the time being."

"How about a blow job?" he inquired hopefully.

"No way, I'm not putting that thing in my mouth."

"Well, how about a hand job?"

"I've never done that. What do I have to do?"

"It's simple," he explained. "Remember when you were a kid and you used to shake up a soda bottle and spray your



"I always thought 'blowing smoke up your ass' was just an expression."

brother with it? Well, it's just like that."

So she pulled out his dick and started stroking it. A few seconds later his head flopped back on the headrest, his eyes closed, snot ran out of his nose, wax blew out of his ears, and he suddenly screamed in pain.

"What's wrong?" she cried.

"Take your thumb off the end!"

*Timothy Cook
Crescent City, California*

A woman walks into a pet store wanting to buy a parrot. The shop owner directs her to a beautiful specimen and says, "This one talks and she's cheap. But just to warn you, her old master owned a brothel."

The woman buys the bird anyway and returns home with her new pet. When her two daughters return home from school, the bird squawks, "Fresh meat!"

A little upset, the woman packs up the bird, intending to take it back. Walking down the driveway, she bumps into her husband and the cloth covering the cage falls off.

The bird looks at the husband and says, "Hi, Sam!"

*David Vida
Pontiac, Illinois*

A traveling salesman knocks on a door. A 6-year-old answers, smoking a cigar and drinking whiskey. The salesman asks, "Are your parents home?"

The kid says, "What the fuck do you think?"

*Lonnie Carney
Tennessee Colony, Texas*

This guy goes into a bar and orders six double vodkas and downs them all. The bartender asks him, "You have a bad day?"

The man replies, "Yeah, I just found out my oldest son is gay."

The next day the same guy goes into the same bar and orders six more double vodkas. The bartender asks him, "Still havin a bad day?"

The man says to him, "I just found out my youngest son is gay."

On the third day the guy goes into the bar and orders six double vodkas. The bartender says to him, "Doesn't anyone in your family like women?"

The man replies, "Yeah, my wife."

*Warren Henry
Tennessee Colony, Texas*

The 99 Crafty Customs Contest

"Where creativity beats Cash!"

Times are tight and your bros at *Easyriders* want to prove that you don't have to spend \$20,000, \$30,000 or \$35,000 to build a cool custom motorcycle. We're looking for "brilliance on a budget," that's why we've started **The 99 Crafty Customs Contest**.

Here's how it works: buy yourself a used 1990 to 1999 big twin Harley-Davidson (there are some good deals out there these days) and turn it into your vision of a custom scooter, spending no more than **\$9,999.99** including the cost of the bike. Then send us photos of the bike along with a tech chart of what you changed and receipts to show how much you spent on parts, accessories, chrome and paint.

Remember, the cost of the bike and customizing cannot exceed **\$9,999.99**. What you spend on internal performance and repair is not included. In other words, if we can't SEE it, it doesn't count and neither does your own labor. If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines: *Easyriders*, *V-Twin*, *Biker* or *In The Wind*. That's up to 34 chances per year that your bike could be featured!

Want to save more money on your Crafty Custom? Visit www.99crafty.com, go to "The 99 Bargain List" link and use our sponsors for special rates and savings on parts and accessories for your project bike.

To sign up, go to www.99crafty.com

Upload photos of your bike before and after your customizing changes and give us your e-mail so we can get in touch. If we like your bike and you can prove you did the deed for under 10 Grand, your bike might just be featured!

Or snail mail your entry to:
The 99 Crafty Customs Contest

Easyriders magazine
P.O. Box 3000, Agoura Hills, CA 91301

THE RULES:

The 99 Crafty Customs Contest bikes are limited to street legal and registered 1990 to 1999 Harley-Davidson big twin motorcycles for now – watch for Sportster and Metric bikes in the future. If you already own a 1990 to 1999 Harley big twin, we'll use the N.A.D.A. value for current average retail (we will use the '95 prices for '90 – '95 bikes).*

Your total cost for the motorcycle, dress-up parts, accessories, chrome and paint cannot exceed \$9,999.99. We expect you to provide receipts to show us what you spent on parts, accessories, chrome and paint. If we can see it, we want to see a bill for it.

We will pick one 99 Crafty Customs Contest winner per issue so get crackin'! We'll also pick a Crafty Custom of the Year at a 99 Crafty Customs Invitational Bike Show, and that bike owner will win \$10,000.00! (Voting will be by our editors and the public.) We retain the sole right to make all decisions about what bikes and modifications qualify for Contest consideration, and anything else concerning these rules and the 99 Crafty Customs Contest.

If you've got a bike that fits the rules or if you're building one now, we want to see it. Send in your photos today!

When times are tight, American bikers are some of the most ingenious people on Earth. Let's see what you've got!

Harley-Davidson Production Numbers from 1990 through 1999 ("Customs" indicate Softail and Dyna big twin models combined.)

*Note: N.A.D.A. Motorcycle value prices are based on "Current Average Retail" and only go back to 1995.

Year/Type	# Produced	Average Value	Year/Type	# Produced	Average Value	Year/Type	# Produced	Average Value
1990			1994			1998		
Sportsters	16,119		Sportsters	26,466		Sportsters	33,892	883 Sportster \$1,800
Customs	34,579		Customs	52,046		Customs	77,434	Heritage Softail \$6,800
Touring	11,760		Touring	17,299				Dyna Low Rider \$4,950
Total	62,458 (19,320 were exported)		Total	95,811 (29,313 were exported)		Touring	39,492	Electra Glide \$6,000
1991			1995			Total	150,818 (39,916 were exported)	
Sportsters	18,735		Sportsters	29,625	883 Sportster \$1,725	1999		
Customs	39,550		Customs	54,456	Heritage Softail \$6,175	Sportsters	41,870	883 Sportster \$1,940
Touring	10,341		Touring	21,023	Dyna Low Rider \$4,490	Customs	87,805	Heritage Softail \$7,400
Total	68,626 (21,633 were exported)		Total	105,104 (32,076 were exported)				Dyna Low Rider \$5,700
1992			1996			Touring	47,511	Electra Glide \$6,475
Sportsters	17,623		Sportsters	31,173	883 Sportster \$1,750	Total	177,817 (41,573 were exported)	
Customs	48,177		Customs	63,198	Heritage Softail \$6,375	TOTALS		
Touring	10,695		Touring	24,400	Dyna Low Rider \$4,350	Total Production Harley-Davidson motorcycles from 1990 to 1999		
Total	76,495 (23,253 were exported)		Total	118,771 (34,657 were exported)		by model type:		
1993			1997			Sportsters	= 269,203	
Sportsters	22,247		Sportsters	31,453	883 Sportster \$1,775	Customs	= 576,974	
Customs	49,004		Customs	70,724	Heritage Softail \$6,550	Touring	= 223,074	
Touring	10,445		Touring	30,108	Dyna Low Rider \$4,650	Total	= 1,069,251	
Total	81,696 (24,513 were exported)		Total	132,285 (36,069 were exported)				

www.99crafty.com

The 99 Crafty

Where creativity

Merriam Webster: crafty (adjective) 1) Skillful



Bagger

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"If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines. Go to www.99crafty.com to enter to have your bike considered for a feature in one of the magazines."



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Customs Contest

beats \$\$\$\$\$\$\$\$

ver. 2) Adept in the use of subtlety and cunning

Remember, the cost of the bike and customizing cannot exceed

▶ **\$9,999.99**

To sign up, go to www.99crafty.com



Chopper

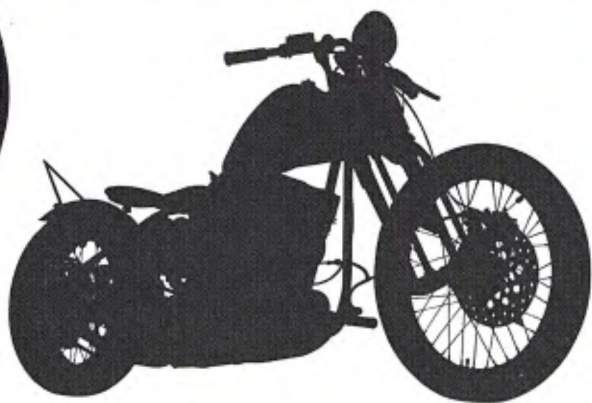
Win!
Win!
Win!
Win!
Win!

"Send us photos of your bike along with a tech chart of what you changed and receipts to show how much you spent."



2000-1999 BIG TWIN
(Any Model)

Bobber



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Win!
Win!
Win!

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Prize money ▶ **\$10,000.00**
For Crafty Custom of the Year



HARLEY-DAVIDSON'S 2011 MODEL MOTORCYCLES

YOUR RIDE IS HERE!

For 2011 Harley-Davidson is introducing three new models: the SuperLow and the Euro-styled XR1200X for the Sportster line, and the Road Glide Ultra joins its touring brethren. All told, there are 32 models offered for 2011, matching the desires of almost every street rider.

—Kit Maira

SPORTSTER FAMILY

Born on the gritty dirt tracks and drag strips of the 1950s, the Sportster represents the uninhibited essence of motorcycling. Today's Sportster combines soulful styling with the flat torque delivery and distinctive sound of an American V-twin engine. Among the more affordable H-D models, Sportster motorcycles offer a low, comfortable seat and smooth clutch effort.



NEW SUPERLOW

The new SuperLow combines revised front end geometry, new wheels and tires with a reshaped seat and handlebars to achieve well-balanced handling and comfort that will inspire confidence in new riders while exhilarating those with experience.



NEW XR1200X

The new XR1200X is Harley-Davidson Sportster performance honed to its finest edge with adjustable front and rear suspension, floating front brake rotors, and the power of a high-compression 1200cc Evolution V-twin engine.



IRON 883

The Iron 883 pushes minimal dark custom styling right to the edge with a V-twin beat and gritty old-school garage features. The \$7,999 MSRP makes this model a great starting point for customization.



SPORTSTER 1200 LOW

The Sportster 1200 Low combines performance, agility and easy-to-handle ergonomics in a long premium cruiser.

NIGHTSTER

The Nightster model (*below*) features chopped front and rear fenders, a side-mounted license plate, combined stop and turn taillights, low 25.3-inch seat height, old-school front fork gaiters, raw-boned graphics, and a unique finish on the engine for a no-nonsense look.



FORTY-EIGHT

The Forty-Eight is an urban brawler that drips attitude from every angle from the fat balloon tires to the peanut tank and solo seat. Custom touches define this bulldog of a bike. A slammed speedometer, under-bar-mounted mirrors, and 26-inch seat height offer a low profile, while the big 16-inch wheels combine for a menacing look that could only come from Harley-Davidson.

DYNA FAMILY

With a nimble frame, Twin Cam 96 engine, and smooth-shifting 6-speed cruise drive gearbox, Harley's Dynas are just plain fun to ride. Built with the rawest styling of all the Big Twin motorcycles, Dyna models are a customizer's dream. For 2011, each is offered in new colors.



DYNA SUPER GLIDE CUSTOM

The Dyna Super Glide Custom model's long, low profile is enhanced by a low-slung, two-up, ribbed seat. Steel laced wheels and the Fat Bob fuel tank add to the classic look. Mini pull-back handlebars create a clean look for the front end, which then draws attention to the

tank-mounted speedometer and ignition console.



STREET BOB

Stripped down to the bare essentials, and as "naked" as the law allows, the key word here is "pure," with no parts that aren't absolutely necessary. With mini apehanger handlebars, a Fat Bob fuel tank, solo seat, mid-mounted foot controls, and a big, black Twin Cam 96 engine, the Street Bob goes straight back to the minimalist roots of the bobber scene.



FAT BOB

With forward-mounted foot controls, drag-style handlebars and a sleek two-up seat, the Fat Bob motorcycle features a 130mm wide front tire with a gnarly, robust tread pattern, emphasizing the aggressive character of the "fat custom" ride. Out back, the high-performance, chrome-covered, coil-over shocks showcase the beefy 180 mm wide rear tire and perfectly complement the Fat Bob's outstanding handling attributes.



DYNA WIDE GLIDE

Re-introduced in 2010, the Dyna Wide Glide motorcycle gives riders the confidence to sit low and stretch out. The Wide Glide is true to its roots with a chopped rear fender, black rims on 40-spoke laced wheels, a black tank console, "Tommy Gun" exhaust, beefy, raked-out forks, and a swept back sissybar. Throw in the old-school flame paint scheme and

heads are sure to turn. The lowered suspension, internally-wired handlebar with 4-inch riser, and forward foot controls offer an awesome ride and the sticker price provides amazing value.

SOFTAIL FAMILY

The 2011 Harley-Davidson Softail models (except Cross Bones) are newly available with optional ABS. New hand controls add features, convenience, and cleaner styling.

The Softail rear suspension mimics the clean lines of a vintage hardtail frame but offers the comfort of modern suspension that is hidden under the chassis. The rigid powertrain allows tight packaging of the engine and frame and creates a solid connection between the rider and the power that moves the motorcycle.

A big, powerful, counter-balanced Twin Cam 96B engine, delivers a bold styling statement and a wide, comfortable riding stance.



FAT BOY LO

Building on the Fat Boy legacy, the Fat Boy Lo shows attitude, with custom black bullet-hole wheels, a denim black frame, blacked-out covers and header shields, and satin chrome in all the places mirror chrome would typically reside. A slammed, narrow-cut seat rides just 24.25-inches off the ground, while the forward foot controls and low 1.25-inch handlebar create a secure stance that inspires a cruising state of mind.

FAT BOY

New for 2011, the Fat Boy (below) offers a larger readout on the odometer with more information, such as gear and rpm data, plus the new security package

option with an anti-lock braking system and Smart Security System. The Fat Boy features fat tires, fat bars, and a fat fender.



HERITAGE SOFTAIL CLASSIC

Few bikes capture the spirit of the original FLH more authentically than the Heritage Softail Classic. Its 1940s-style leather saddlebags with quick-detach buckles, full FL front fender, chrome-laced wheels, and hub cover all pay homage to the past.



SOFTAIL DELUXE

One of the most confidence-inspiring big twins, the Softail Deluxe features an extremely low seat with "collapsing sides," pullback handlebar and riser, and an easy-reach extended kickstand. Stylish details round out every other corner of this bike from the clean front light bar, tombstone taillight, chrome grab rail, and luggage rack, to the laced wheels and wide whitewall tires.

CROSS BONES

The Cross Bones (next page) combines the pure styling of a historic bobber with modern power and technology. Harkening back to a time when returning soldiers stripped parts off their bikes for





performance and sought fat gas tanks to ride across the country, everything about the Cross Bones (*above*) is true. Starting with the Springer front end, chopped front fender, and laced wheels all the way through the sprung solo seat and deluxe slash-cut exhaust, the styling inspires thoughts of rugged, empty backroads.



ROCKER C

The Rocker C is chromed out from front to back. This Softail boasts style elements like a color-matched frame and swingarm, ghost flame paint scheme, dual staggered shorty exhaust, LED stop-and-turn taillights, a raked-out front fork and ultra-wide rear tire. Perhaps its most notable feature, though, is the innovative solo-style Trick seat, which conceals struts and a passenger pillion to convert to two-up riding whenever the opportunity presents itself.

TOURING FAMILY

Select touring models gain power and technology with the new Harley PowerPak, which bundles the Twin Cam 103 engine with ABS (anti-lock braking system) and the H-D Smart Security System. PowerPak is a standard feature on the 2011 Road King Classic, Electra Glide Ultra Limited, and Road Glide Ultra models, and will be available as a factory-installed option on the 2011 Street Glide and Road Glide Custom models.

The innovative Harley-Davidson touring chassis is based on a single-spar, rigid backbone frame, and a stout swingarm developed to withstand the

demands of long-haul touring riders and today's powerful engines.



ROAD KING

When the original Harley-Davidson Road King motorcycle was introduced in 1994, it didn't take long for it to obtain iconic status with heritage going back to the original 1965 Electra Glide model. It may look like a timeless boulevard cruiser, but it is also a fully equipped, long-distance tourer.

NEW ROAD GLIDE ULTRA

The Road Glide Ultra (*below*) combines the light handling and wind-splitting

aerodynamics of a frame-mounted fairing with a full complement of touring appointments for the devoted long distance rider and passenger.



ROAD KING CLASSIC

The Road King Classic model takes the nostalgic look and feel of the Road King a little further with extra details for this road-worthy touring bike, like leather-wrapped saddlebags, nostalgic chrome fuel tank console, tooled metal detailing on the fender, tank, seat and bags, and chrome laced wheels with wide white-wall tires.



ELECTRA GLIDE CLASSIC

With features like a spacious Tour-Pak carrier, a Harmon Kardon Advanced Audio System and fine Harley-Davidson styling detail, the Electra Glide Classic model brings a level of luxury to touring adventures.



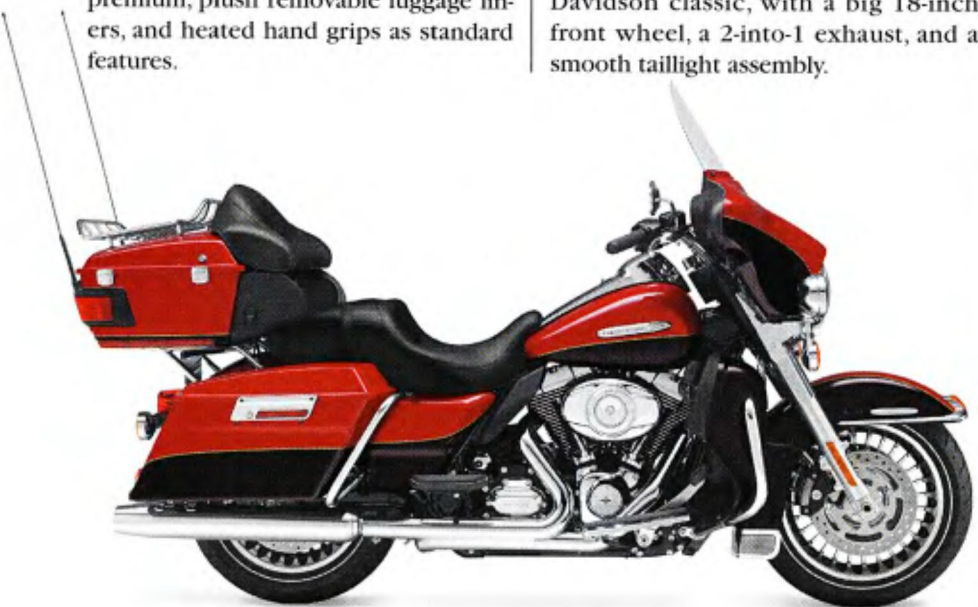


ULTRA CLASSIC ELECTRA GLIDE

The Ultra Classic Electra Glide (*above*) sets the standard for long-haul touring comfort and convenience. A four-speaker, 80-watt Harmon Kardon Advanced Audio System, one-piece, two-up Electra Glide Classic comfort stitch seat with passenger backrest, adjustable fairing-mounted air deflectors, vented removable fairing lowers with integral glove boxes, spacious Tour-Pak carrier and injection-molded hard saddlebags, and standard electronic cruise control are all standard.

ELECTRA GLIDE ULTRA LIMITED

The Electra Glide Ultra Limited (*below*) provides the next step for those looking to stand out and upgrade their rides. Redefining "fully-loaded," the Electra Glide Ultra Limited boasts the large, 1690 cc Twin Cam 103 engine, anti-lock brakes, electronic cruise control, Smart Security System, a unique two-tone paint scheme, premium Tour-Pak luggage rack, premium, plush removable luggage liners, and heated hand grips as standard features.



STREET GLIDE

The Street Glide is a bagger with street-wise soul, stripped down trim and chrome, low suspension, and blackened, and a cropped wind deflector.



ROAD GLIDE CUSTOM

The Road Glide Custom is a tough, low version of the shark-nosed Harley-Davidson classic, with a big 18-inch front wheel, a 2-into-1 exhaust, and a smooth taillight assembly.



V-ROD MUSCLE

The V-Rod Muscle's big meaty air scoops, muscle-bound mufflers, 240 mm rear tire, fastback-style tail section, and massive airbox complement the power of the 1250cc liquid-cooled Revolution engine. This brawny beast is for performance enthusiasts who crave power and control with a dash of intimidation.



NIGHT ROD SPECIAL

Styled for performance-minded enthusiasts who like a blacked-out, no-hassle ride, the Night Rod Special model features black wheels, black frame, black fork lowers, triple clamps, swingarm, racing stripes on the airbox cover, and a color-matched speed screen visor.

CVO FAMILY

Harley-Davidson Custom Vehicle Operations (CVO) offers four premium limited-production motorcycles for 2011 assembled at the Harley-Davidson Vehicle Operations facility in York, Pennsylvania.

CVO ROAD GLIDE ULTRA

The CVO Road Glide Ultra (*next page*), a super-premium touring motorcycle, offers its rider and passenger exceptional style, comfort, and performance. The aerodynamic, frame-mounted



fairing offers a lighter steering feel than a fork-mounted fairing and incorporates dual headlamps and a cockpit-style instrument display. Production on the CVO Road Glide Ultra (above) will be limited to approximately 3,000 units.

CVO ULTRA CLASSIC ELECTRA GLIDE

The CVO Ultra Classic Electra Glide (below) is a limited-production motorcycle for the discerning touring rider that combines custom paint, a potent powertrain, and a well-chosen array of top-of-the-line accessories. Production will be limited to approximately 1,500 units.



CVO STREET GLIDE

The Harley-Davidson CVO Street Glide is a limited-production version of the popular Harley-Davidson hot rod bagger. Powered by the largest-displacement V-twin engine offered by Harley, this potent touring bike is loaded with sparkling chrome, electrifying paint,

and fresh custom-styling. Production will be limited to approximately 3,700 units.



CVO SOFTAIL CONVERTIBLE

The Harley-Davidson CVO Softail Convertible is a limited-production custom motorcycle that can be configured for all-day touring, two-up cruising, or solo profiling by adding or detaching key components which can be easily removed or installed without tools. Production will be limited to approximately 2,400 units.

TRIKE FAMILY

The Harley-Davidson Trike platform brings original-equipment design, quality, and service to the three-wheel motorcycle segment. Trike models utilize a frame and associated chassis structure, and geometry engineered specifically to handle the loads generated by the steering forces and weight of a three-wheeled vehicle.



STREET GLIDE TRIKE

The Street Glide Trike brings two-wheel attitude with three-wheel comfort to the three-wheel category.



TRI GLIDE ULTRA CLASSIC

The Tri Glide Ultra Classic is a full-feature, factory motorcycle built to confidently chase the horizon with long-haul comfort and freedom on three wheels.

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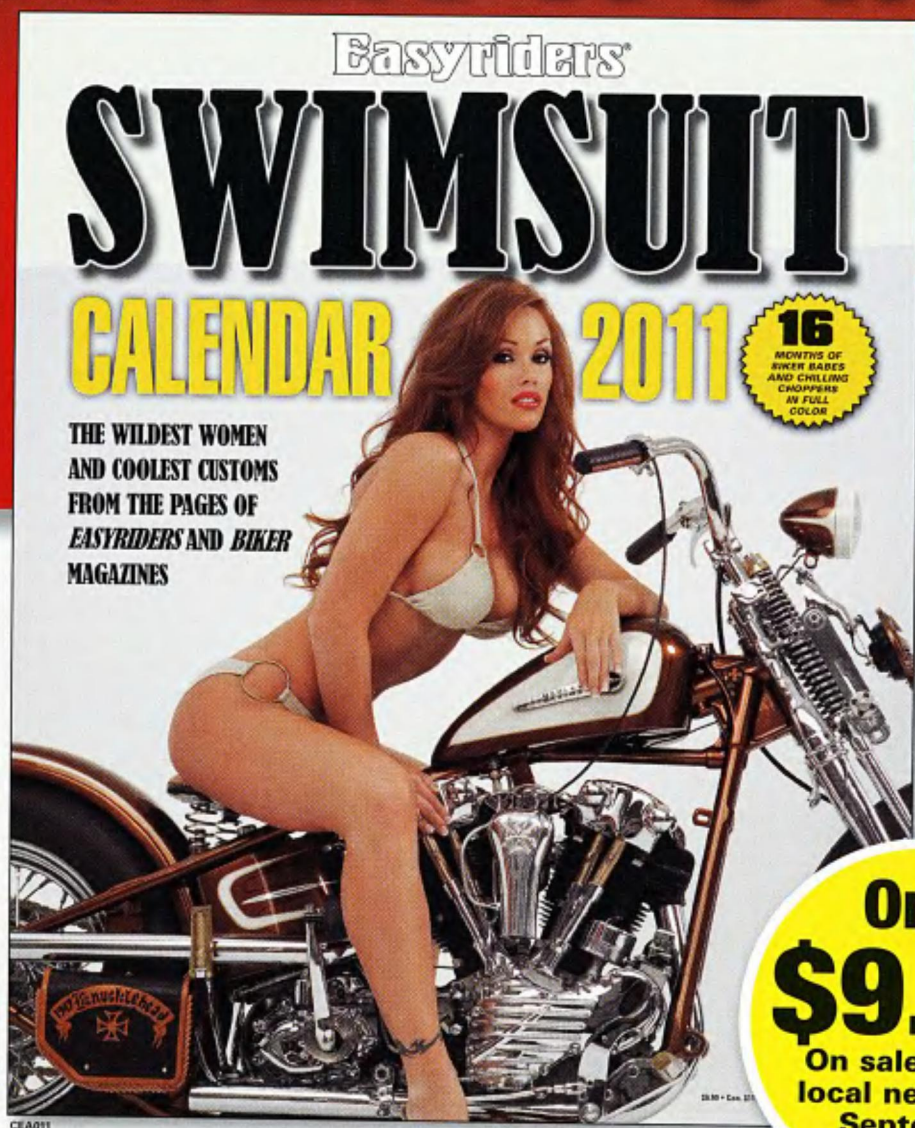
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John can light a cigar with class!
John Shope, Sinister Industries, Phoenix, Ariz.



Harley honeymoon. —Stetson Shoen, Springfield, Minn.



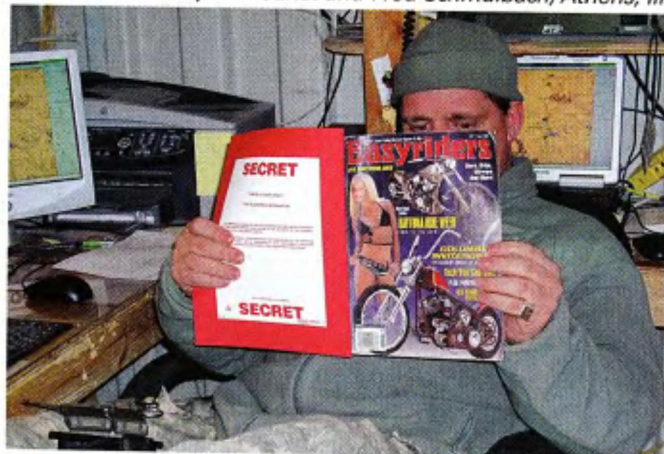
JP putts with Pop (Michel, 86). —John Parent, Leominster, Mass.



Biker winter reality. —Janet and Fred Schmulbach, Athens, Ill.



...and summer dreams. —C-Bones Huskey, Ottawa, Kan.



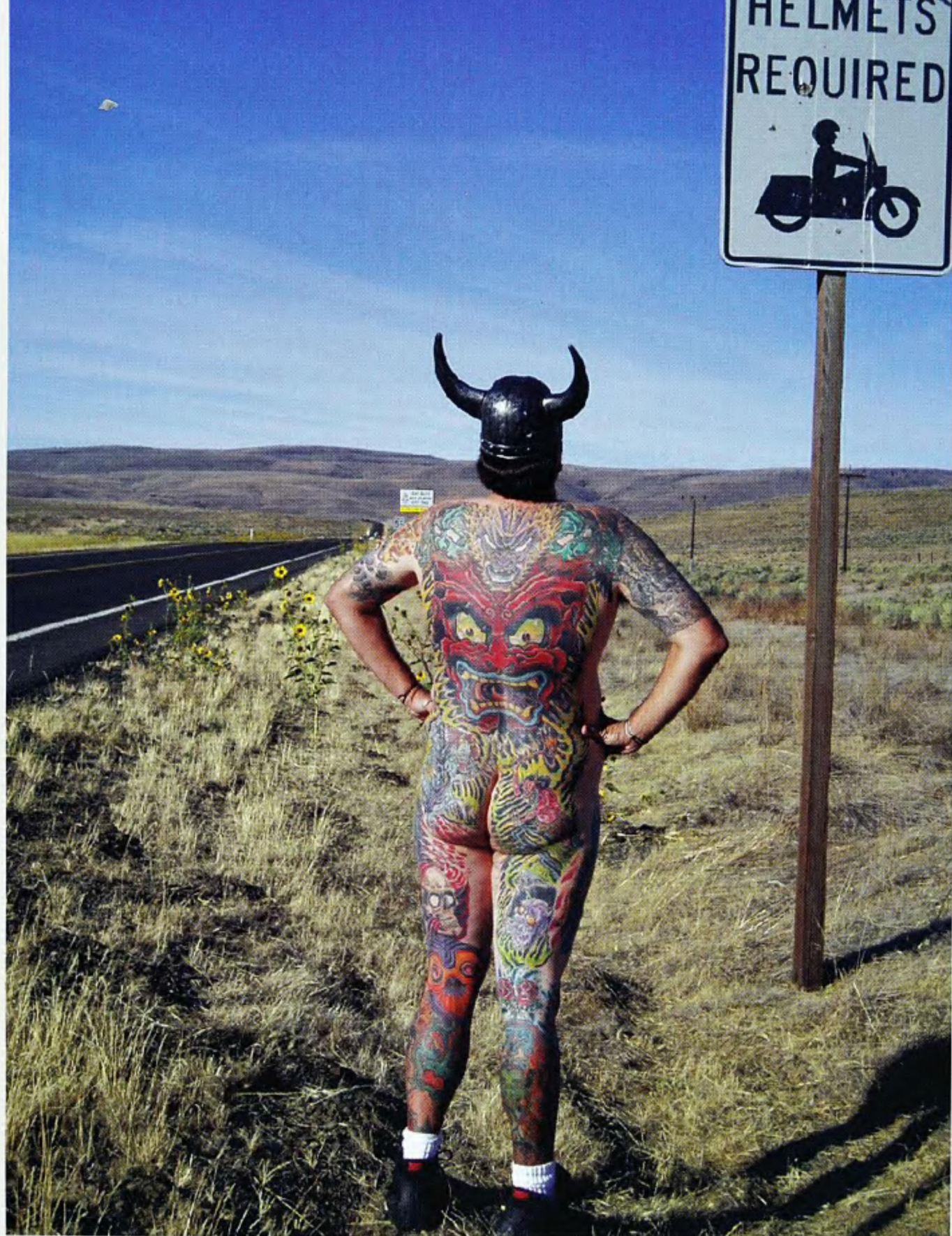
Top secret...Afghanistan. —Rick Carson, HoHo, Savannah, Ga.



Gotta be big trouble. —Fireman Rob, Long Beach, N.Y.



...and full disclosure! —Shawn Wagner, Lake Perry, Kan.



Naked Berserker Crossing!

—Fluke Photography, On the road

Each month, the best pictures our readers send us are printed here. We prefer digital art, but can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for color

photos printed smaller than half-page and \$30 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: **Easyriders** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Saloon No. 10 first appeared in the August 1992 issue of *Easyriders* (No. 230). David Mann's ode to the landmark drinkin' hole in Deadwood depicts the spirit of the American outlaw—then and now.

BABY GIRL

LORI ANNE'S WINNING RIDE



An electrician by trade in Loganville, Georgia, Jeff Watts grew up around hot rods and motorcycles. His dad rode and raced Triumphs and Jeff followed in his footsteps. But life, work, and a growing family took him out of that moto-action until just a few years ago when he put together a little Softail to ride. His wife, Lori Anne, who'd never been around motorcycles and had no idea what to expect, fell right into it. Really fell into it. It wasn't long before she told Jeff she was tired of looking at the back of his head every time they went for a ride.

She wanted her own bike. "Right there," Jeff says, "I got the green light to build a bike for her. Not buy one, build one."

Keeping it all a surprise, Jeff worked some overtime and picked up side jobs and with the extra cash bought a rolling chassis kit. Then Jeff presented Lori Anne with the beginnings of her motorcycle the Christmas before last. She never saw it coming. Working together, this husband-and-wife building team fleshed out the details, picked out all the parts they needed and Lori Anne chose the colors based on a factory



This month's *Easyriders* girl is awesome Angela, a saucy seductress from down south in the Sunshine State, shot by Don Rogers.



1955 Chevy. The whole thing went together right out in the Watts' garage and a year later, the bike was finished.

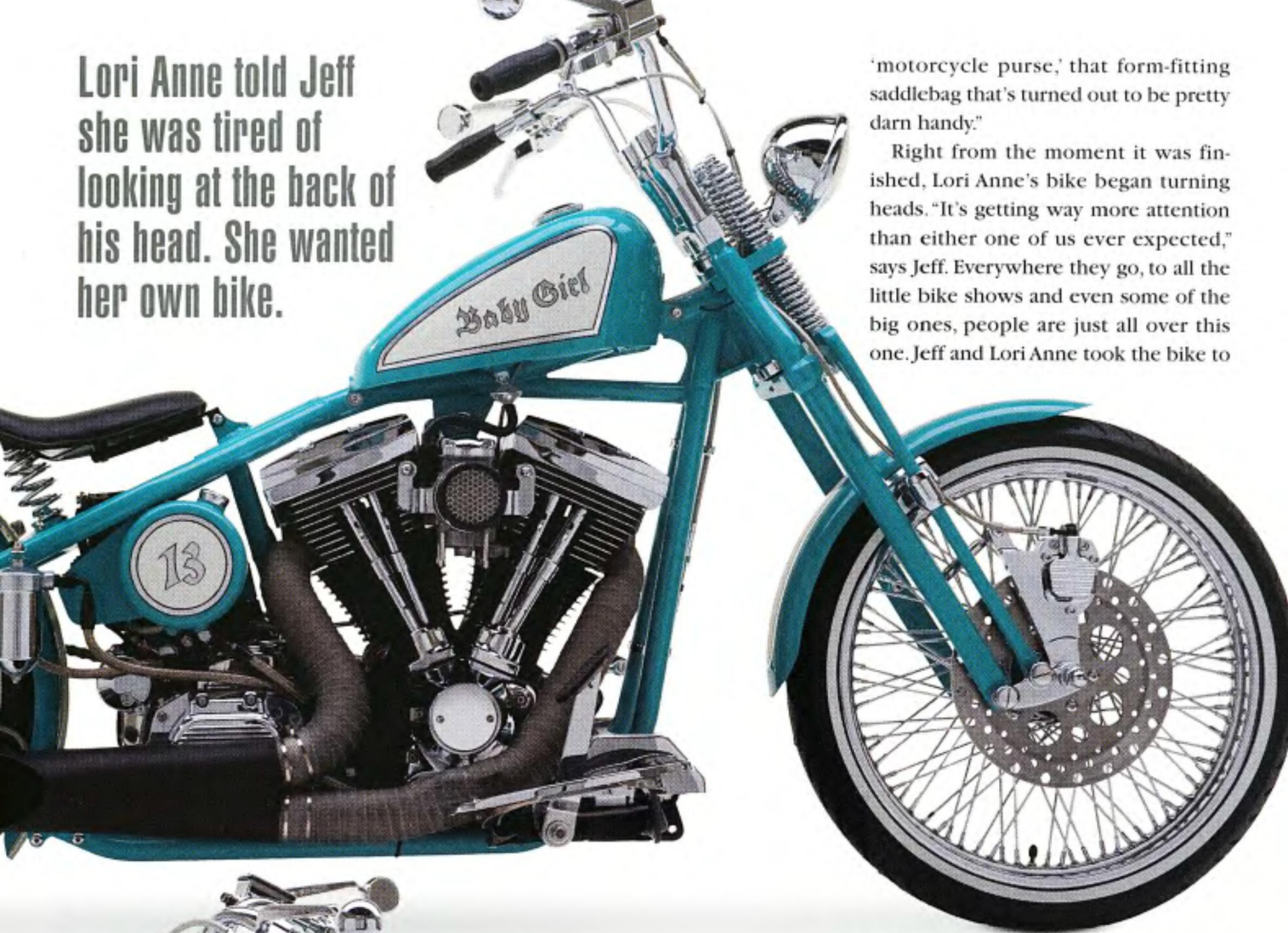
Jeff bought the engine used, a 1999 H-D, and had a buddy go through it before painting it wrinkle-black. To give it a little attitude they slipped in a mild Andrews cam and Jeff built the exhaust himself using a couple old head pipes and the tip from a Mack truck. Purposefully staying away from a lot of chrome, instead Jeff and Lori Anne used paint to add the sparkle. That's why the front



end is painted and why there is a front fender. "It just gave us more stuff to paint," comes the explanation. "More places to add color. I guess we did things a little differently than the current stripped-down, rough looking trend," Jeff says. "We made the bike a little more refined, I guess you'd say. We even added what Lori Anne calls her



Lori Anne told Jeff she was tired of looking at the back of his head. She wanted her own bike.



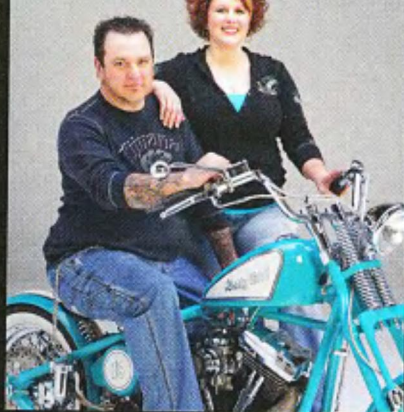
'motorcycle purse,' that form-fitting saddlebag that's turned out to be pretty darn handy."

Right from the moment it was finished, Lori Anne's bike began turning heads. "It's getting way more attention than either one of us ever expected," says Jeff. Everywhere they go, to all the little bike shows and even some of the big ones, people are just all over this one. Jeff and Lori Anne took the bike to



the Easyriders Bike Show in Knoxville and, just to see what would happen, entered the Judged Class. They came away with a 3rd. "I guess it's the color that draws them in," is Jeff's assessment. "Lori Anne sure picked the right paint!"

—Joe Kress



Owner: Lori Anne Watts, above with Jeff
City: Loganville, Georgia

GENERAL

Designer: Jeff Watts
Year/make: 2009 Special Construction
Model: "Baby Girl"
Assembly: Jeff Watts
Time: 1 1/2 years
Chroming: None

ENGINE

Year/make: 1999 Harley-Davidson
Rebuilder: Slim
Displacement: 80 cubic inches
Ignition: Ultima
Cam: Andrews EV27
Carb: Harley-Davidson
Air cleaner: Drag Specialties
Pipes: Jeff Watts

TRANSMISSION

Year/make: 2007 Ultima
Shifting: 6-speed

PAINTING

Painter: Jeramie Black/
Southern Style Customs
Type/color: PPG/1955 Chevy Teal & Ivory
FRAME

Year/make: 2007 Kraft Tech

Type: rigid

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: V-Twin Mfg.

Handlebar controls: GMA

Fenders: Harley-Davidson front /
30's Ford rear

Headlight: Drag Specialties

Taillight: NYC Choppers

Pegs: V-Twin Mfg. floorboards

Foot controls: V-Twin Mfg.

Gas tank: Harley-Davidson Sportster

Oil tank: V-Twin Mfg.

Seat: V-Twin Mfg.

Mirrors: Hurst

Grips: V-Twin Mfg.

FRONT END

Type: springer, 2-inches under

Builder: DNA

WHEELS

Make: American Wire Wheel,
80-spoke laced

Size: 21-inch front, 16-inch rear

Tires: Avon

Brakes: GMA/V-Twin Mfg.

Photos: Don Rogers



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Fanning The Flames

Panheads give off a certain warm glow special to their breed, this one in particular thanks to its scorching paint-job and its owner/builder's inclination to invest in "precious metal." Ken Carr understands the time and effort required to bring a more than 50-year-old, vintage Milwaukee Marvel back to

the first perfect game in a World Series when this 1956 panhead was brand spanking new.

Michigan builder Ken Carr found the original "donor" bike in sad repair. He tossed most of it, retaining the powertrain and straightleg frame, and then he set about finding all the replacement



fine fettle with an award-winning custom flourish.

A banner year all around, in 1956 Elvis was making his first appearance on TV belting out "Hound Dog," the economy was booming with the Dow cracking 500 for the first time, and New York Yankees pitcher Don Larsen tossed

components needed. He added a few touches of his own, including transforming the stock foot shift to a tank hand shifter in concert with the left-side rocker pedal. He used a 1.5-inch BDL belt-drive matched to the rebuilt motor and Andrews enhanced 1956 H-D tranny. Sequestered in his Shelby



"I painted it 1999
Corvette Torch Red,
the brightest red
I could find."

—KEN CARR



Township home garage about 20 miles from Detroit, Ken fabbed out the various brackets and fittings. After eight months, the new bike was ready to ride and show. About the eye-catching color he selected, Ken says, "I painted it 1999 Corvette Torch Red, the brightest red I could find."

Ken has been wrenching away for some 30 years, customizing his own rides and only recently began making his presence known at Easyriders Bike Shows where he has established a consistent record of excellence. Each of his vintage street customs has received both the judges' and public's nod of approval. For example, his 1952 custom sled was just voted one of Easyriders' Top Ten Customs of the Year, and the red bike seen here, his first major effort, took Best of Show at the Columbus Invitational Show last year. "It was

on-the-job training and therapy at the same time," laughs Ken, now retired from his longtime job delivering brick and concrete block with his own truck. You could say the weight is off his shoulders as he gets to stay home and work on his panheads. "I learned a lot going to the Easyriders Bike Shows and meeting the builders who gave me a lot of good advice. It was really cool how they took the time to explain things."

You'll find Ken and his latest creation at the Charlotte, Nashville, and Columbus Easyriders Bike Shows in a few months. "I've got a new dresser, but, for me, the old bikes have more character and a whole different feeling when riding around town. I'm kind of attached to this bike, so I plan to keep it." He does have another award-winner for sale, a very tasty turquoise 1963 custom.

—Paul Garson



Owner: Ken Carr, above
City: Shelby Township, Michigan
GENERAL

Designer: Ken Carr
Fabrication: Ken Carr
Year/make: 1956 Harley-Davidson
Model: panhead
Assembly: Ken Carr
Time: 8 months
Chroming: Brown's
ENGINE

Year/make: 1956 Harley-Davidson panhead
Builder: Rob's Cycle Repair
Displacement: 1200cc
Cam: Harley-Davidson
Ignition: factory
Pistons: Harley-Davidson
Heads: stock
Lifters: Harley-Davidson
Carb(s): S&S Super E
Air cleaner: Crime Scene Choppers
Pipes: V-Twin

TRANSMISSION

Year/make: 1956 Harley-Davidson
Modifications: Andrews gears
Shifting: by hand tank-shift

PAINTING

Painter: Gentiles Collision
Type/color: Corvette Torch Red
FRAME

Year/make: 1956 Harley-Davidson
Rake: stock

Stretch: none

Shocks: rigid

ACCESSORIES

Bars: V-Twin
Handlebar controls: Harley-Davidson
Fenders: Harley-Davidson
Headlight: V-Twin
Taillight: Custom Chrome
Speedo: V-Twin
Floorboards: Harley-Davidson
Gas tank: Harley-Davidson
Oil tank: factory
Oil system: S&S oil pump
Seat: V-Twin

Mirrors: one

Grips: CCI

FORKS

Type: Harley-Davidson
Extension: stock

WHEELS

Size: 16 inches

Wheels: star hubs

Tires: Continental

Brakes: Harley-Davidson drum

Photos: Michael Lichter



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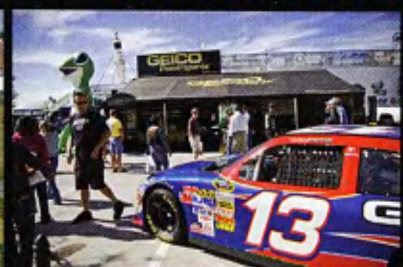


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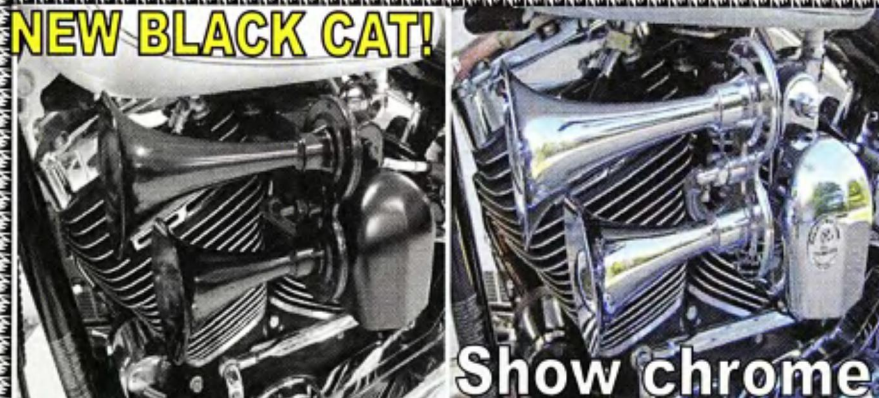
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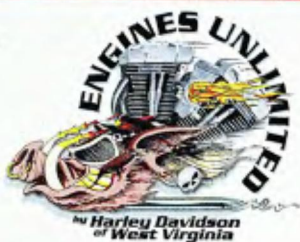
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February 27-March 7	*Orlando Bike Week, Orlando, FL
April 29-May 2	Thunder Beach, Panama City Beach, FL
May 22	Roll On Columbus, Arena District, Columbus, OH
May 28-31	*Party in the Pines, Longview, TX
June 4-5	Louisville H-D, Louisville, KY
June 11-13	*ROT Rally, Austin, TX
June 18-20	Iron Titans Motorcycle Rally, Tazewell, VA
June 26-27	*JP Cycles, Anamosa, IA
July 1-4	*MS Bike Fest, Gulfport, MS
July 9-11	Available
July 16-18	*Muskegon Bike Time, Muskegon, MI
July 20	MotorCycle Night, Lowell, MA
July 24-25	R&R Cycles Open House, Manchester, NH
July 27	MotorCycle Night, Lowell, MA
July 30-August 1	*St. Charles Harley-Davidson, St. Charles, MO
August 8-15	Full Throttle Saloon, Sturgis, SD Finals-The Dyno-Drag Shoot-Out
August 20-22	Four Rivers Harley-Davidson, Paducah, KY
August 28	The Edge Memorial Ride, Woodhaven, MI
September 3-4	Winchester Harley-Davidson, Winchester, VA
September 10-12	Available
September 18	Signature H-D, Peerysburg, OH
September 24-25 and September 29	Bike's On The Bricks, Flint, MI
October 2	Bikes, Blues, & BBQ, Fayetteville, AR
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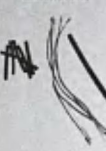
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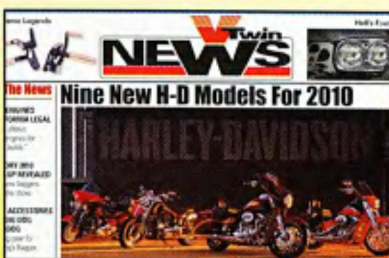
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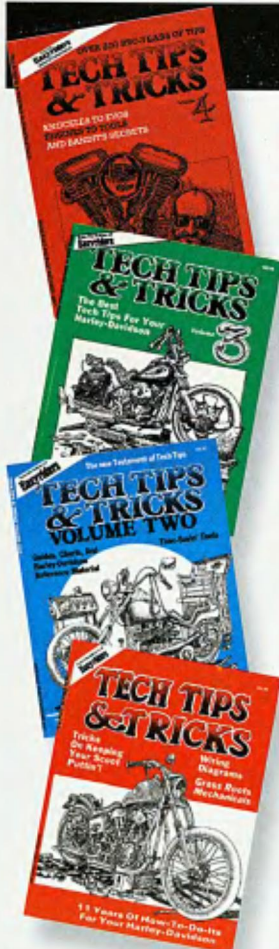
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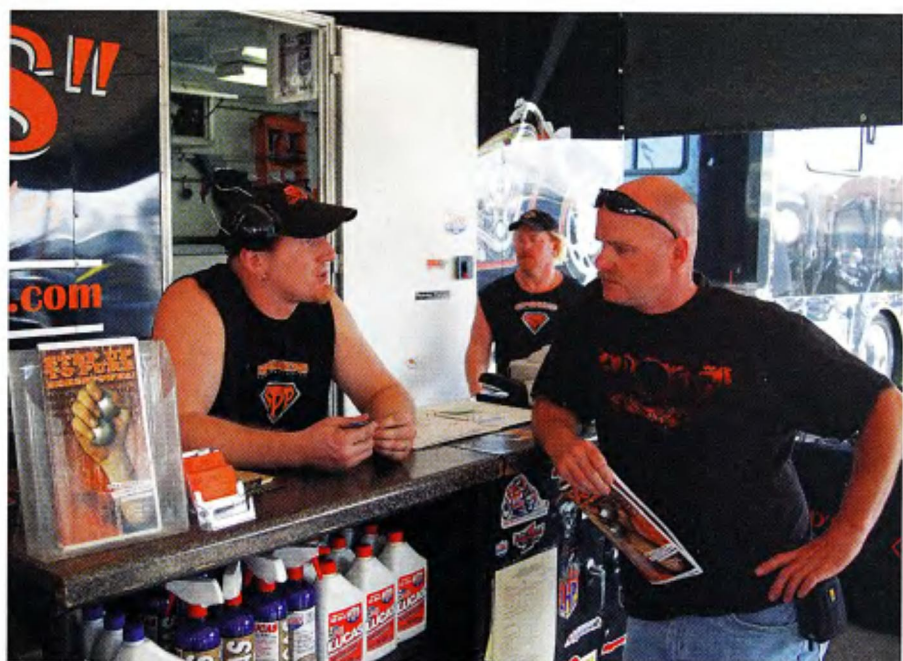
SPEED'S SOLUTIONS Tech Tips From The Tuning Pros: Throttle Up!

Just as it was with carburetors back in the old days, swapping throttle bodies on late-model FI Harleys is a performance mod riders want to know about. And just like those carburetor swaps it always comes down to a question about when that switch makes sense. What are the advantages? At what level of engine modification do you really need a bigger throttle body? When doesn't it make sense? We hear these questions all the time. Here are some answers.

Let's say that you already have some modifications done. You might have a Stage I setup with pipes, an air filter (a Speedy Flow, of course!), and an aftermarket tuning device like a Power Commander. You might even have a set of high-performance cams. How does a new throttle body fit into all this? Maybe it doesn't. In many cases that stock H-D throttle body works fine on a relatively stock 88-inch motor and even on the 96-inch engines. With that relatively mild Stage I tune, chances are you'll still be in pretty good shape with that stock throttle body, performance wise. That doesn't mean that you won't pick up some performance with a switch to a larger throttle body. Generally speaking, it's a swap that's good for 3 to 5 horsepower.

When does a larger throttle body really begin to pay off? That happens when the displacement of that engine is increased, making an 88- a 95- or 98-incher and opening up the 96 to a 103 or 107.

As a rule of thumb Speed has found that a 95-inch motor, depending on what else has been done to it, runs best with throttle bodies sized between 48- and 51mm, just slightly larger than stock. Speed uses 48mm bodies for a milder engine and 51mm for a more hopped-up version. Moving up the displacement ladder those 103- and 107-inch engines like throttle bodies from 51mm to 55mm, again depending on the state of tune. That 55mm body, incidentally, works pretty well on engines with displacements right up to 117 or 124 inches. For those really big throttle bodies, the ones



up around 62mm, Speed's recommend reserving those for the super-stout engines—the 130-plus inch motors that really need a lot of air. Most of the throttle body sizes mentioned are widely available in the aftermarket and Speed's carries its own 48mm bodies, a 51mm replacement, a 55mm version, and a 62mm unit—all an easy bolt-on install.

The late-model FL throttle-by-wire bikes are a little different. Screamin' Eagle offers a 60mm replacement for these specialized throttle bodies but an economical route Speed's found is to have the stock throttle body bored out to 54mm should you need it. That is something the company does a lot. Honestly, for a fairly mild street build, that stock Harley throttle-by-wire body might be all you need. For something like a 117-cubic-inch engine the bored-out version works better.

The bottom line here is that moving a little more air with a bigger throttle body will make you a little more horsepower. Going up in throttle body size isn't as complicated as bumping up carburetor sizes, either. With direct-port fuel injection all we're talking about adding here is air, unlike a bigger carburetor, which is going to fill that manifold with fuel as well. Too much of a good thing there can actually be detrimental to performance.

But with an oversized throttle body it is best to supply as much air as the intake valve can take. All that is left to do is regulate the fuel delivery accordingly, which those tuning devices, like the Power Commanders, can nicely handle. That said, it is possible to go too big with a throttle body. Too large a throttle body for a given application can slow down the airflow by lowering its velocity, making that intake charge a little lazy. A 62mm throttle body on an otherwise stock 88-inch engine could be made to run, but most likely there will be a noticeable loss of throttle response, especially at the bottom end and into the mid-ranges.

Riders constantly ask what they should do about the throttle body on their bikes. This should help clear up some of those questions. Now, do you want to talk about injector sizes, fuel pumps, and fuel pressures? That's a subject for another time. Meanwhile, check out the website for Speed's schedule and drop by. If a new, and bigger throttle body is in your future, maybe they can help. — Joe Kress

Speed's Performance Plus

www.speedperformanceplus.com

605-695-1401 — Minnesota

605-695-2272 — South Dakota

386-405-7898 — Tennessee

EASYRIDERS' GUIDE TO KIT BIKES & ROLLERS

BUILD YOUR OWN

By building your bike from the ground up, you not only become intimately familiar with every piece that goes into it, you get the satisfaction and sense of accomplishment that you created it with your own hands. You also enjoy considerable savings over buying the bike already assembled. These days every penny counts, and a kit bike or rolling chassis is a great way to get up on two wheels.

—Kit Maira



FLYRITE CHOPPERS BUILDER'S KIT

The FRC Builder's Kit gives you everything you need to get started on the bike you've always wanted to build. An investment of \$10,999 gets you a 96-inch S&S engine and 6-speed transmission with your choice of the FRC Bobber, Reach for the Sky, Drifter, High Noon, or Outlaws Ruin rigid frame. A springer front end, 5 3/4-inch headlight with bracket, axles, cups, bearings, risers, handlebars, FRC grips, 40-spoke front and rear wheels, tires, tubes, rim strips, wheel spacers with the FRC Primary brake front and rear are also included. To top it all off, the kit also includes a peanut tank, rear fender, FRC NeveRust fender strut (for 130mm bikes), solo seat with hardware kit/springs, and the FRC side-mount license plate bracket with cat eye taillight.

FLYRITE CHOPPERS FRAMES AND ROLLERS

Flyrite Choppers boasts an impressive line of frames, including styles for vintage Triumphs, Sportsters, and big twins. Each frame is made in-house at FRC. All Flyrite frames are rigid, made from 1-inch DOM steel tube just like



traditional custom frames from the 1960s and '70s. Prices start at \$275.

Flyrite's popular frames are also all available as rolling chassis. The Chassis features a FRC frame, springer front end, axle, bearing cup set, risers and handlebars, FRC grips, 21-inch front, 16-inch rear spoke chrome wheel, tire, tube and rim strip, rear fender, and peanut tank. Prices start at only \$2,550.

Flyrite Choppers
512-918-2467
www.flyritechoppers.com

V-TWIN KNUCKLEHEAD REPLICA

The V-Twin Manufacturing knucklehead replica machine is recreated with the original bobber styling of the late 1940s. The engine details include cast motor case with relay and number boss,



but reinforced at cylinder base area for added strength. The knuckleheads are replicated from ductile cast iron with accurately formed valve cover set and plumber-style manifold. Some of the other components included in the kit are: the 29-degree V-Twin replica frame; replica knuckle tanks; chopper solo seat; 16-inch rear and 18-inch front wheels; and a chrome stock in-line springer fork. The unit is easily assembled with common hand tools. All components used throughout the assembly have been selected for each particular year of application. The engine is completely assembled pre-run and tested for oil pressure. The transmission comes completely assembled for easy bolt in.



REPLICA WISHBONE PANHEAD

V-Twin Manufacturing's replica panhead is available as a complete project kit based on an authentic V-Twin Replica wishbone frame. The complete unassembled kit is available with all parts necessary to complete an entire panhead reproduction model. The kits are available in either chrome with chrome-plated components and accessories or as a resto style with restoration finishes of black and parkerized components. You can choose hand or foot shift control assemblies for desired configuration. The kit comes with a completely assembled and test run 74-inch V-Twin replica panhead engine with either aluminum or chrome detailing, pre-wired dash base assembly, a 4-speed early transmission assembled into the V-Twin replica 4-speed gear box, complete with ratchet top and chrome or resto particulars. A parts book and maintenance

manual is also included to assist you with your build.

V-Twin Manufacturing
800-VEE-TWIN
www.VTwinMfg.com



WASHINGTON CHOPPERS

Check out Washington Choppers' Chop Bob rolling chassis. With eight models to choose from, Washington Choppers rolling chassis features a wide 200mm rear tire and 21-inch front tire. The frame has a 1.5 inches of backbone stretch, 4-inch leg stretch, and uses a 4-inch-over springer or 4-inch with 6-degree triple tree offset for the front end. Customize your roller with a handmade La Rosa seat. Rollers range between \$3,195 - \$3,495.

Washington Choppers
360-671-1916
www.WashingtonChoppers.com

SCULPTURE CYCLES

Turn your existing V-Rod into a Radical European Street Fighter. Sculpture Cycles offers kits (*below*) to modify your existing bike from stock to sick. All parts are made in Europe and the



USA. Fiberglass parts like the air box cover, seat and radiator cover come out of precision molds; they are gel coated and ready for paint. All aluminum parts like the front ends and wheels are CNC machined from aircraft quality billet aluminum.

Kits range from \$5,000 (including seat, air box and radiator cover, fender, footpegs, hand levers, risers, handlebars and slip-on mufflers) to over \$45,000 (including everything except the frame, most of the engine, and wiring).

Sculpture Cycles
480-833-0998
www.sculpturecycles.com

BEAR BONES ROLLING CHASSIS NOW AVAILABLE!

Big Bear Choppers is now offering its Bear Bones model as a rolling chassis (*above*). The kit includes: frame; swing-arm; fuel tank; oil tank; front and rear fenders; tires; wheels; seat; fork triple trees; fork tubes; fork lower legs; handlebars; front rotor; foot controls; kickstand; and shocks. You can buy the kit in raw sheet metal for \$5,900, or with a powdercoated frame, swingarm, and oil tank, for \$7,200.

Big Bear Choppers
909-878-4340
www.bigbearchoppers.com





SUCKER PUNCH SALLYS

The Working Man's Special from Sucker Punch Sallys (*above*) includes an 80-inch Harley Evo motor, 5- or 6-speed tranny, three choices of frames, hydraulic front end with your choice of bars, plus wheels, tires, tubes, disc brakes, oil and gas tanks, and exhaust, all starting at \$10,250. Many upgrades, including an S&S shovel motor option, are available. Rolling chassis from SPS are also available, starting at \$2,950.

Sucker Punch Sallys

480-778-9500

www.suckerpunchsallys.com

are added. A custom build will be done for you in any rake and stretch you want for any tire size from 200mm to 360mm. Call SAT Motorsports to help you build the bike you have been dreaming about.

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417-796-2131

www.satmotorsports.com

EXILE BIKE KITS

As well as its full range of custom parts (including the new collection for stock Softails) Exile Cycles offer any of their super-clean custom bikes and trikes in complete bike kit form (*below*). In fact, Exile will supply you with anything from a footpeg to a turn-key machine,

but its most popular bike kit request is for a project with all the fabrication completed, ready to go to paint. You simply paint it and bolt it together. Exile will even include a wiring kit and hardware kit, if required, to ensure you have every last thing you need to build your dream machine. Complete bike kits start at little over \$20,000 with a discount program that makes them extremely good value. The Exile Cycles website offers a great deal of information on choosing, purchasing, and assembling such a kit and its helpful phone staff are just a call away.

Exile Cycles

818-255-3330

www.exilecycles.com



SAT MOTORSPORTS

SAT Motorsports has been building top-of-the-line frames for many years and is doing the same for rollers. All of the rollers start with a custom built frame of your specs, and then the parts you want



KIWI RETRO

The 1939 Indian recreated by Kiwi Indian Motorcycle Company captures all the classic style of yesteryear but with modern engineering. An 84-cubic-inch engine coupled to a 4-speed over-drive transmission makes it a modern day freeway cruiser without any worries of old parts failing. It can be supplied in a kit or built up complete. **Kiwi MotorCycle Company**
951-788-0048
www.KiwiIndian.com

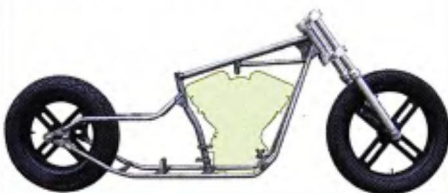
KUSTOMWERKS ROLLER KITS

Pictured is a frame for big twins that uses the Wildcard Torpedo Tank. The kit includes big twin frame constructed of 1.25-inch DOM tubing with a 30-degree stock rake, two inches of stretch in the front frame tubes, and three inches of backbone stretch. It accepts the Torpedo Tank that uses an old-style gas cap.

The frame will accept pan, shovel, or Evo motors, and the builder can use a 4- or 5-speed transmission by using the

correct mounting plate (not included). The 3.2 gallon tank uses old-style mounting and gives a long and lean nostalgic look. Want to change the wheels or handlebars? Substitutions are allowed.

Kustomwerks
www.kustomwerks.com



DETROIT BROS. COMBAT ROLLER

The Combat Roller features the Detroit Bros.' signature Insani-Trees on a narrow glide front end with new Detroit Bros. Eliminate Wheels and a choice of Dunlop, Metzler, or Avon tires. Special options include wheel sizes, tire types, wheel finishes, frame styles, neck style, and neck rake. The Combat Roller accepts any big twin engine such as Evo

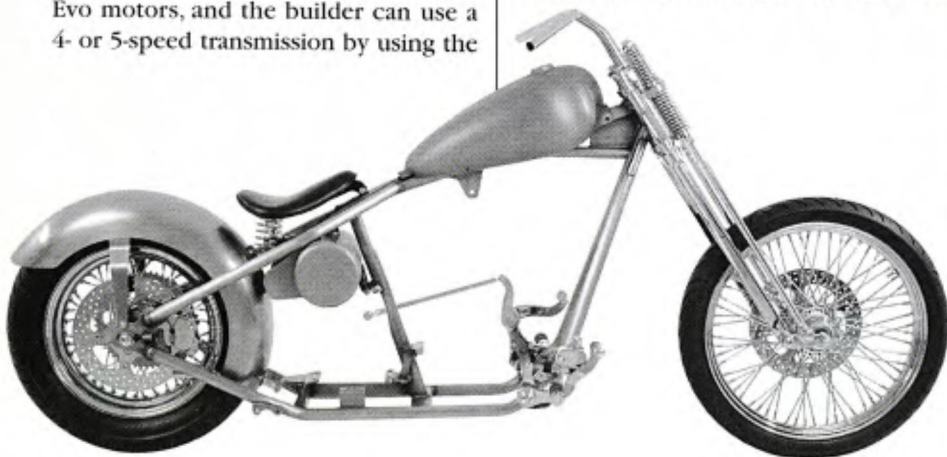
and shovelhead and is also available for most Sportster models (excluding rubber-mounts and Twin Cam engines). All stems, axles, and bearings are included. The basic model starts at \$4,500. The frame comes unfinished and ships unassembled. Wheels ship in raw aluminum unless upgraded. Every Combat Roller is handcrafted and made to order by the Detroit Bros.



DROP SEAT RIGID ROLLER

This rigid roller configuration features the Insani-Trees on a narrow glide front end, Harley cast mag wheels (19 front, 16 rear), and Dunlop (or similar brand and style) tires (100 front, 160 rear). It includes all stems, axles, and bearings needed. This roller accepts any big twin engine such as Evo, shovelhead, etc., and is also available for most Sportster models (excluding rubber mounts and Twin Cam engines). Frame comes unfinished, ships unassembled. Retail for \$3,500.00.

Detroit Bros
866-DET-BROS (866-338-2767)
www.detroitbros.com



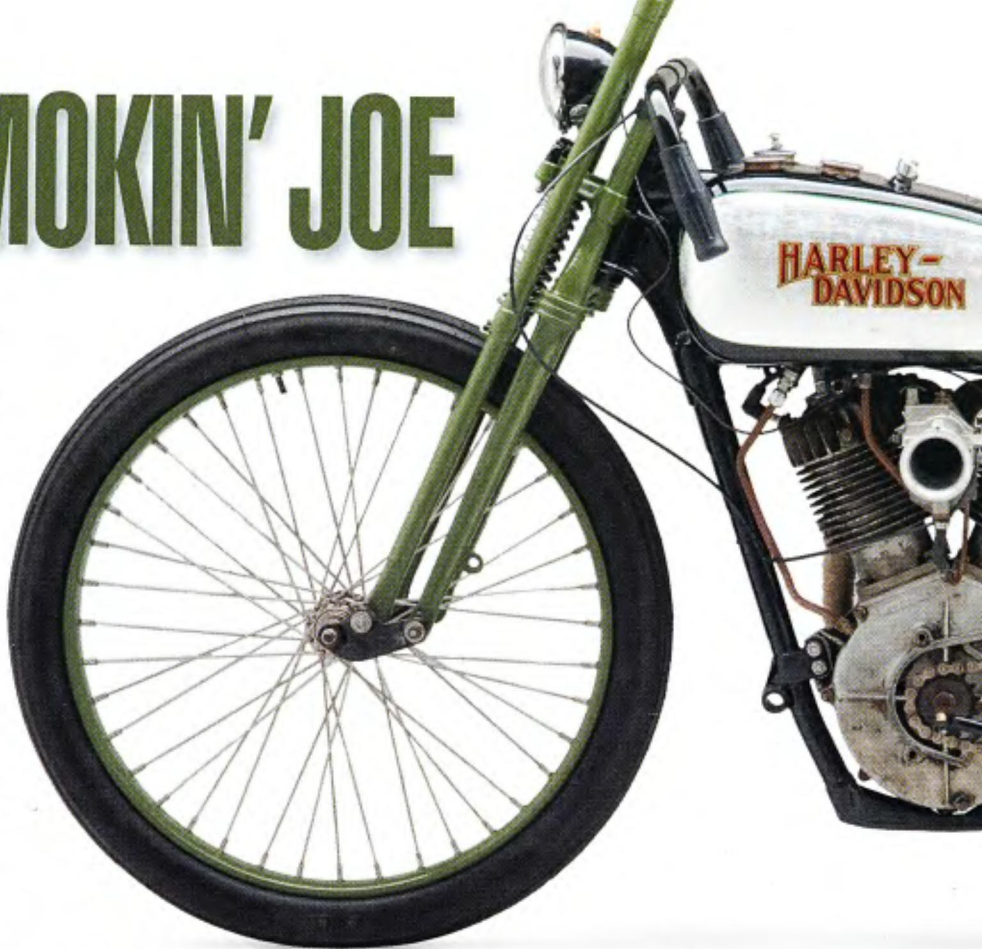
ODE TO SMOKIN' JOE

The ultra cool little slice of two-wheeled heaven you are lookin' at is the work of Billy Lane. We had the bike shot before Billy went in to do his time down in the Sunshine State. Some of us here at the rag have been writing back and forth to Billy, who is workin', appropriately enough, in the Motor Pool in the Florida Pen. We told Billy that we were going to be running this bike and asked him to give us the skinny on his 1926 Harley JD. Here's what he told us.

"I bought this bike in Northern California several years ago. It was 100 percent complete and someone had started a restoration on it back in the late 1970s or early 1980s, judging by the finish, etc. True to course, I ditched the sheet metal, lighting, luggage rack, spring seat, and exhaust on eBay. Selling that stuff nearly paid for the cost of the bike.

"I really love race bikes, especially boardtrack and flat track racers. I styled this JD after the Harley 1,000cc V-twin boardtracker and the 500cc single Peashooter, as well as the C.A.C. machines ridden by the likes of Joe Petrali. Unlike Smokin' Joe Petrali's racers, I needed a gearbox for street use, along with lighting for the street. I built the wheels myself, with Harley hubs, Excelsior rims, and Buchanan spokes. Precision Powdercoating sprayed the rims, chassis and forks. I had Darrien at Liquid Illusion match the pinstriping to the olive green powdercoat."

When asked what the bike sounds like, Billy told us, "It was really loud through those short pipes. I didn't get to ride it much because it started losing compression. I think the rings stuck in it, because the compression comes and goes. Berry Wardlaw of Accurate Engineering agreed to rebuild it or replace whatever it needs. He used to do A.M.C.A. engine restorations." [And is one of the best in the biz. —Ed]

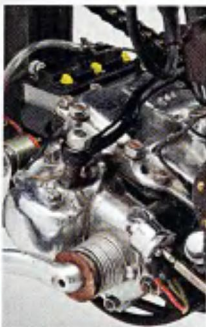


The bike's current owner is Christian Clayton of Phoenix, Arizona.

As you might imagine, this little JD is one rare bird. "It's a great bike," Billy says. "I have a 1929 JD model just like it. Most of these things were sold to Europe's militaries or scrapped, melted down, and turned into armor, artillery, battleships, and skyscraper beams. This one is still leaking oil."



"I ditched the sheet metal, lighting, luggage rack, spring seat, and exhaust on eBay. Selling that stuff nearly paid for the cost of the bike." —BILLY LANE



Owner: Christian Clayton

City: Phoenix, Arizona

GENERAL

Fabrication: Billy Lane

Year/make: 1926 Harley-Davidson

Model: JD

Assembly: Billy

Time: 6 months

Chroming: nickel plating by Spacecoast

Platers

ENGINE

Year/make: 1926 Harley-Davidson

Model: JD

Ignition: Harley-Davidson

Displacement: 1200 cc

Lower end: factory

Balancing: Harley-Davidson

Pistons: Harley-Davidson

Heads: stock

Cam: Harley-Davidson

Lifters: factory

Carb: S&S Super B

Air cleaner: cast

Pipes: Billy Lane

TRANSMISSION

Year/make: 1926 Harley-Davidson

Shifting: jockey

PAINT

Painter: Darren Williams, Liquid Illusions

Type/color: enamel black, green, silver

FRAME

Year/make: 1926 Harley-Davidson

Type: JD rigid

Rake: 28 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Billy Lane

Handlebar Controls: internal

Fenders: Sportster

Headlight: mini

Taillight: Choppers, Inc.

Pegs: Billy Lane

Electrics: 6-volt

Gas tank: Harley-Davidson

Oil tank: factory

Oil system: Harley-Davidson

Seat: Mesinger racer

Grips: gum

FORKS

Type: JD springer

Extension: none

Builder: Harley-Davidson

WHEELS

Size: 23-inch Excelsior

Hub: Harley-Davidson

Tires: Firestone

Brakes: Harley-Davidson band

Photos: Michael Lichter

Meet This Month's Winner!

Here she is, your Fox Hunt Winner for this month, the luscious Lane from the Lone Star state. This perky brunette was more than happy to shuck her duds before our flick snapper Don Rogers and use Troy Lane's chopper as a slip 'n' slide. Lane is a real sweetheart. In fact, we wish we could have kept her around for a few games of "Find the mouse in the popcorn."

Find out more about this Choppers Inc. Scoot by Billy Lane and Nicky Boots on page 86. We'll also show ya more shots of Lane's bouncy mounds of goodness.

—Harry Murkin



Kelsey — Florida

#1101

"My first ride was on a rigid and when I got off my ass hurt, so I had to have my biker friend massage it for hours."

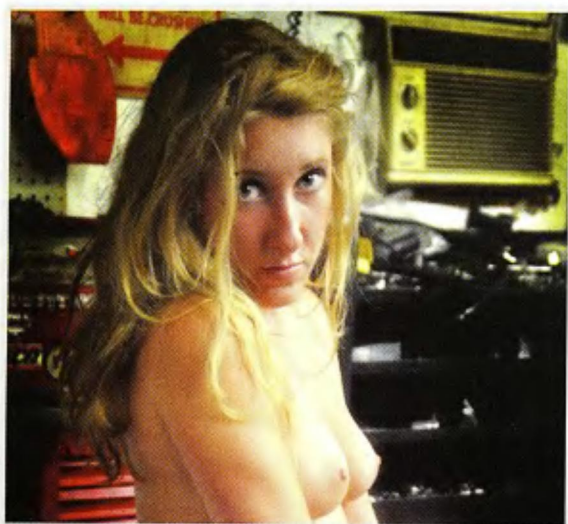


Amy — Wyoming

#1102

"My first ride was with my best friend. His bike was amazing and fast! I loved the wind in my hair!"

Win \$1,000!



Tracy — Michigan

#1103

"My first ride was with my brother on his 100th Anniversary Softail."



Robin — Illinois

#1105

"My first ride was with a hot guy when I was 17. I wrapped my legs around his body and it was love at first ride!"



Whitney Marie — Utah

#1104

"I love motorcycles. I grew up with them and they give me the ultimate rush!"



Francesca — Florida

#1106

"It had been a long day and I was exhausted, but as soon as I got on that Harley, I was revitalized."

After 39 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, **win \$1,000** by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to **www.easyriders.com** and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets \$300 for sending in the photo; the Fox Hunt Winner gets \$700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire \$1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #449 *Easyriders*, Fox Hunt,

P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), May 01, 2010. The voting deadline for this month's crop of cuties is May 31, 2010. We'll announce the winner in the October 2010 issue.



Here's next month's Fox Hunt Winner, lovely little Lisa from Nebraska. Come back next month and watch her shuck some corn.

449

FOX HUNT

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Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Cell Phone: () _____

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () _____ Evening Phone: () _____

Photographer's Signature: _____

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted online, and guys, you can now vote for your favorite girl that way, too. To do either, just go to **www.easyriders.com** and click on Fox Hunt. **Don't forget to vote! These girls are depending on you!**

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Three Passing Lanes

Among Troy's favorite parts on this chopper are the one-off gas tank and rear fender that were beaten into submission by Billy Lane.



When he's dodging traffic in Miami on the way to the titty bars, Troy Lane is riding his favorite stretch of road. It's almost as much fun as blasting his way back through his neighborhood early in the morning for the return trip.

Long ago, Troy's good friend Nicky Bootz introduced him to Billy Lane. This is Troy's second project from Choppers Inc., and he already has his thoughts



together for custom project number three, after he sells this one.

Troy started AAA Tattoo in South Florida in 1996. As a tattoo artist, he is fond of the uncomplicated, yet well-executed traditional style. This love of simplicity lends itself to the style of motorcycle he likes as well. Enlisting the talents of Billy and Nick, Troy wanted to create "a cool long bike, without the unnecessary rubbish and overstepping that was prevalent on so many other builds being produced at the time."

Among Troy's favorite parts on this chopper are the one-off gas tank and rear fender that were skillfully beaten into submission by the hands of Billy Lane himself. The bitch bar, oil barrel,

and forward controls took a ride to Space Coast Plating for a touch of nickel. That burgundy paint looks as deep as your arm all the way up to your shoulder and is the specialty of Joe Richardson. Troy's notions about motion come from S&S and their bomb-proof 96-inch Super Sidewinder engine.

Power to the pavement is provided through a Rivera/Primo open belt drive and an uber dependable 6-speed transmission from Baker.

This chop is simple, yet timeless. There are no, "Hey look at me" tribal 25-pound chunks of masculine-enhancing billet hanging off this ride anywhere. Troy's first bike was a stripped down little Triumph 450 bobber, and his 16-year-old ass pushed it more than he rode it. As you can see from these photos of Troy's Chopper, he has made it a lot further down the road since then, and there is a reason for it. Troy's advice to aspiring artists of any kind is, "You have to be in the right place, doing the right kind of work and surround yourself with the right people."







Billy Lane built it, Troy Lane rides and owns it, and, as it turns out, this month's Fox Hunt Winner is the lovely Ms. Lane (no relation to Billy or Troy). Three passing Lanes make for one hell of a ride!

—Cheese Pretzel





Bike builder Nicky Bootz.

Owner: Troy Lane

City: Miami, Florida

GENERAL

Fabrication: Choppers Inc.

Model: 2005 Custom

Time: 6 months

ENGINE

Year/make: 2005 S&S

Displacement: 96 cubic inches

Ignition: Electronic

Cam: S&S

Carb: S&S Super E

Pipes: Drag Specialties black ceramic

TRANSMISSION

Year/make: 2005 Baker 6-speed

Paint: Joe Richardson

Type/color: House of Kolor/Kandy

Brandywine

FRAME

Year/make: 2005 Choppers Inc.

Type: rigid

Rake: 40 degrees

Stretch: 5 inches

Shocks: none

ACCESSORIES

Bars: Titty Bars by Choppers Inc.

Handlebar controls: Performance Machine

Fender: Choppers Inc.

Headlight: Choppers Inc.

Taillight: Trucker Girl by Choppers Inc.

Pegs: Choppers Inc.

Foot controls: Choppers Inc.

Electrics: Choppers Inc.

Gas tank: Choppers Inc.

Oil tank: Choppers inc.

Oil System: S&S

Primary: Rivera Primo

Seat: leather

Grips: Choppers Inc.

FRONT END

Type: Spring suspension

Extension: 14 inches over

Builder: Chicass Customs

WHEELS

Hub: Stainless Steel

Size: 21-inch front,

17-inch rear

Tires: Metzeler

Brakes: Performance Machine, front/

Exile, rear

Photos: Don Rogers

Contact: AAA Tattoo

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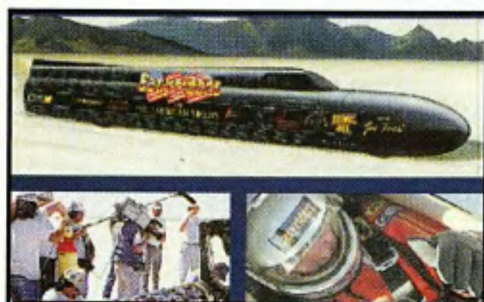
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Hurry, because, like this 4-part DVD series, this deal will soon be history.

ToplessTech

SUCKING ALL THE AIR OUT

Once again, we found our Topless Tech sweetheart, Angie Savage, wrenching away at Cycle Works Etc. She was filling tires with nitrogen gas. Why would she put nitrogen in a tire? According to Angie, nitrogen is much more stable than regular air. Its pressure doesn't go up and down with the outside temperature and it doesn't change pressure as the tire heats while you are riding.

When Mike at Cycle Works told Angie that she would be working with a gas, she decided that she didn't want to get any on her new top. Not wanting to take any chances, she took it right off. Angie knows that it is easier to wash skin than cotton.

According to Angie, filling tires with nitrogen requires a couple of machines: a vacuum pump and a filling station. It seems that you can't just let the air out of the tires and put the gas in its place. No, all of the air must be sucked out of the tire and then the nitrogen blown in. Just the kind of job Angie likes. After Mike showed her how to operate the vacuum pump and nitrogen injection machine, she said that they take all of the fun out of the job.

So, pay attention, and follow the bouncing boobies; this ain't hard but it is important.

—Bugle

Cycle Works Etc.
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eWorks Etc.



1 Angie says, "High-performance tires need more than just air. If you fill them with a stable gas like nitrogen, they will maintain correct inflation pressure longer."



2 First Angie connected the vacuum pump to the tire's valve stem.



3 Then she connected the other end of the hose to the suction pump.

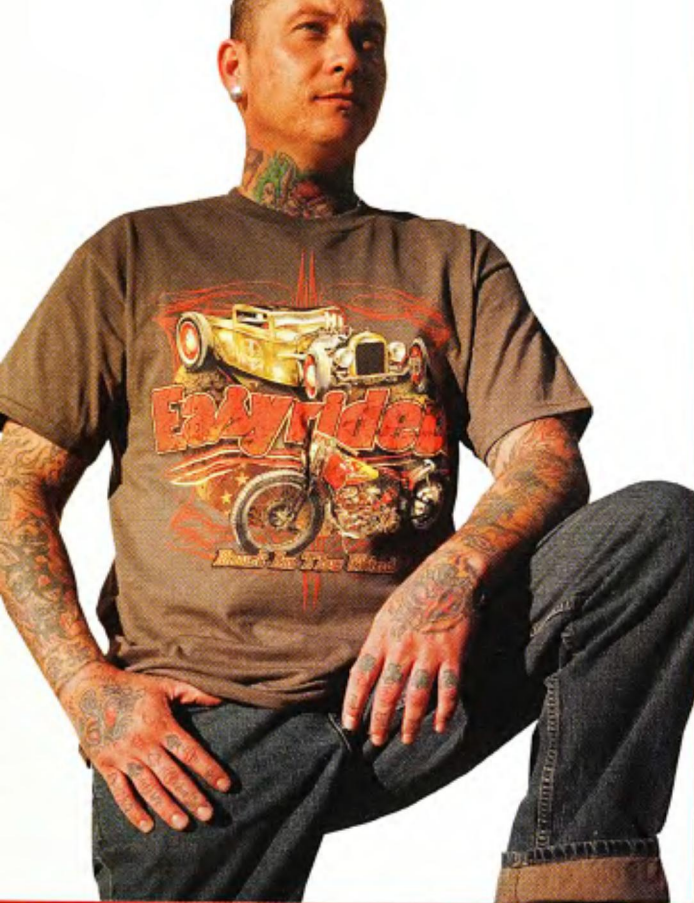


4 Angie turned the pump's knob to suck, we mean vacuum, and let the machine do her work.



5 After the machine was finished, Angie used a hand pump to make sure that everything was sucked out.

Continued on page 95



FREE CATALOG!

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6 When she looked at the pump's gauge, she said, "Holy shit, this thing must have a good set of lips."



7 This is Angie's nitrogen blower...I mean filling station. She says, "It ain't cheap, but it is good."



8 Angie hooked up the filling station's hose to the tire and switched it on; the machine did the rest.



9 Angie says, "Filling tires with nitrogen is a great way to extend the life of your tires and ride safer."

Photos: Mike DeSabatino

ReadersRides

Jim Charlton **Chandler, Arizona** **2009 Road King**

It took 34 years of wedded bliss for the Charltons to get their hands on this Road King, and from what I'm told it was well worth the wait. Not that this is Jim and Dorian's first ever Harley (they've had a few before), but it's kind of their dream coming true: 34 years of marriage and neither one had killed the other. How many other couples can make that claim?

Thus it came about on March 15 of last year that Jim and Dorian stood inside Chandler Harley-Davidson and signed their lives away, so to speak. But by doing so, they gained a new lease on life, and while they were at it, they signed up for a few accessories to boot. Might as well, right? And as H.O.G. members, it was only natural for them to make their ride look the best it possibly could.

The reward of this purchase did not only come in the form of lots of beautiful riding and making new friends, it also helped Jim with his spinal neck disorder, the one that his doctors

claimed it would never heal; they even advised him not to ride motorcycles ever again. But did Jim listen? Of course not. And it was a good thing as Dorian says Jim's now completely healed. Must be something about those rumbling Harley vibrations.

The way things are looking, the Charltons just might make it another 34 years. Maybe we can do another Readers Rides about them then. —Tripper



Photos: Dennis Carver



Photos: Owner

Brad Donohue Tualatin, Oregon 2009 Riff Raff Chopper

Though we're usually pretty good at keeping the riffraff out of these pages, we apparently fell down on the job with this one. Brad here builds choppers, and for what must be very good personal reasons, he picked the name Riff Raff Choppers for his fledgling business. "I run my business out of my garage right now and have no special tools to build my bikes," he says.

Brad's still young and has plenty of time to acquire some good tools along the way, but in the meantime he builds some impressive stuff. This particular Riff Raff, his first attempt at establishing his independence, features a rigid

Ultima frame that cradles a 127-inch Ultima El Bruto motor and some Black Bike wheels, with the rear carrying a 200 tire.

The fenders are by Twisted Choppers, the belt drive's an Ultima 3-inch open with a chain final, and the seat is "custom by some local guy." Oh yeah, and the foot controls are from eBay. "I got tired of seeing so many bikes that look like everyone else's and yet cost so much," Brad adds. "My bikes are simple, clean, and meant to be ridden hard."

Sounds like the kind of bike any riffraff worth his—what exactly are they worth?—would want to ride. For more info about Riff Raff Choppers, or to become riffraff yourself, go online to www.myspace.com/466124246.

—Tripper

Comin' At Ya

The December issue of *Easyriders* (No. 450) takes you to all the farout fun of the Laconia Rally as well as the awesome Arizona Bike Week. We'll showcase a passel of parts and products that every biker would like to find under their Christmas tree in our Holiday Guide.



Out in the tech shed, we've got a Guide to Aftermarket Motors for that dream bike you're thinkin' about and there'll be another mouth-waterin' installment of Topless Tech. Custom bike features in this issue will run the gamut from our pick of Bagger of the Year by Shannon Davidson and our Bike of the Year by Carl Dollar, to a trick pro-street by After Hours Bikes.

Don't forget to enter to win our J&P Cycles Build-A-Bike, cuz time is runnin' out! All this and more is barrelin' your way like a reindeer in heat in the December issue of *Easyriders*.

On sale November 2nd.



The October issue of *V-Twin* (No. 114) takes you to Myrtle Beach Bike Week for some Southern-style shenanigans. Six sexy bike features include the latest from Eddie

Trotta, a Shane Gatto bagger, a wild BMS Metric marvel and more! Enter to win a custom Road Star from Dennis Kirk and also get a great Guide to Lighting and Electrical for your ride. *On sale September 7th.*

October's *Biker* (No. 270) has pretty li'l Christy Lee to study as well as Sam Gainey's naked chopper, the Best of Show winner at Bean Blossom Bikerfest, one of a dozen or so legwettin' events also in this issue. *On sale August 17.*



September's *In The Wind* (No. 142) is filled with views of bikers doin' what comes naturally—partyin'! From Bike Week in Daytona to the David Mann Chopperfest in SoCal, to ogling Ms. Roxxxx on Tom Gomez' bobber. The 2010 *Easyriders/V-Twin* Bike Show Tour is the special outsert. *On sale now!*

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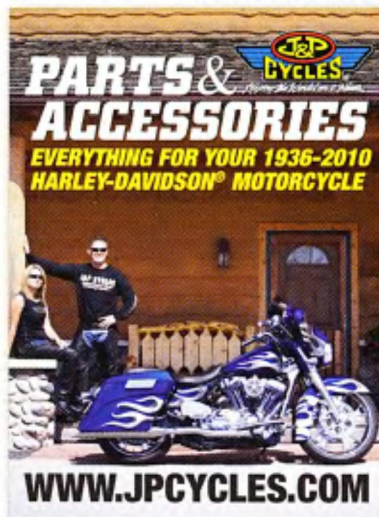
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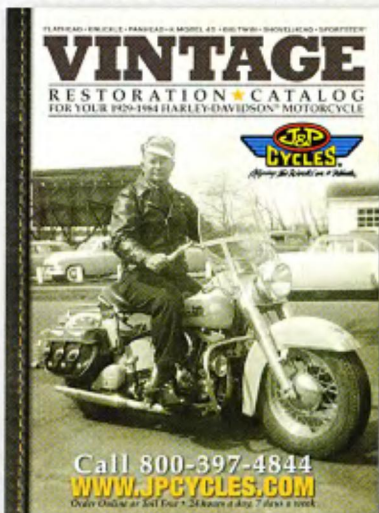
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Easyriders®

BIKE SHOW TOUR

Ramps Up For 2010 & 2011

2010

Greenville, SC

October 23, 2010

Carolina First Center

Louisville, KY

November 13, 2010

Kentucky International
Convention Center

Atlanta, GA

November 20, 2010

Georgia World Congress Center

2011

Los Angeles, CA

January 8, 2011

Los Angeles Convention Center

Sacramento, CA

January 15 & 16, 2011

Sacramento Convention Center

Charlotte, NC

January 22 & 23, 2011

Charlotte Convention Center

Knoxville, TN

February 5, 2011

Knoxville Convention Center

Columbus, OH

Invitational

February 11-13, 2011

Greater Columbus Convention Center

Meet Rock-N-Roll Legend

BILLY GIBBONS From ZZ Top
Hosting & Signing Autographs

**Harley-Davidson Bike
Giveaway At Each Show**

A Record High 61 Bike Show Award Categories

All New Interactive Children's Area For The Family
Hosted By The Stars Of Disney Channel's
Hit TV Show **"Hannah Montana"**
Signing Autographs

The World's Top Bike Builders & Manufacturers

Live Musical Performances From National
Sensation **Cowboy Mouth** & More

The Nation's Best Motorcycle Stunt Shows

World Famous Motorcycle Photographer
Michael Lichter

The **Purrrfect Angelz** Performing Live

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Interested Exhibitors Or To Enter Your Bike CALL 800-962-9857



